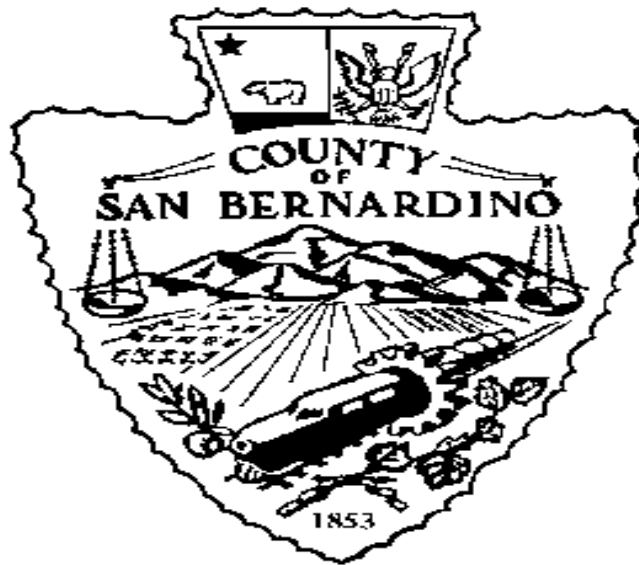


COUNTY OF SAN BERNARDINO



2005 FEDERAL LEGISLATIVE PLATFORM

MARCH 1, 2005

**ANTHONY ADAMS
DIRECTOR OF LEGISLATIVE AFFAIRS**

Funding Proposals:

Transportation

1. Tippecanoe/I10 Interchange	5
2. High Desert Corridor	5
3. Cherry Ave - I10 Interchange	6
4. Cedar Ave - I10 Interchange	6
5. Pepper Ave - I10 Interchange	7
6. Summit Valley Road	8
7. Cedar/Jurupa Traffic Signal & Improvements	9
8. Cumberland Drive = SH 18/Bald Eagle Ridge	9
9. LED Radar Feedback Signs for Schools	9
10. Needles Highway	10
11. National Trails Highway - 2% Local Match	10
12. Duncan Road Paving	11
13. Wilson Ranch Road	11
14. Daley Canyon Road	12
15. State Highway 247	12
16. Monte Vista Avenue Realignment	13
17. Midway Ave Paving	13
18. Oro Grande Overpass	13
19. Winters Road Paving	14
20. Big Tree Drive /SH 38 Airport Entrance	14
21. Sunburst Avenue Vertical Realignment	15
22. Lenwood Road Grade Separation	15
23. Rock Springs Road Bridge	16
24. Piute Wash Bridge	17
25. Euclid Avenue at 25th Street Roundabout	18
26. Yucca Loma Road Bridge	18
27. Milpas Drive Paving	18
28. ArrowBear Drive Realignment/Widening	19
29. Wrightwood Village Trail	19
30. Fort Irwin Road	19
31. Helendale Road Paving Project	21
32. Alabama Street Crossing Repair Work	21
33. Vista Road Grade Separation Project	22
34. San Bernardino Ave./Union Pacific RR Crossing	22
35. University/State St. Crossing	23

Flood Control

1. Santa Anna Mainstem Project	23
2. San Timoteo Creek Project	24
3. San Sevaine Creek Water Project	24
4. Wilson Creek Feasibility Study	25
5. Upper Santa Ana Watershed Feasibility Study	25

County Fire

1. Baker Fire Station	26
-----------------------	----

Public Works/Parks

1. Moabi Regional Park	26
2. Mojave Narrows Regional Park	27
3. Yucaipa Valley Regional Soccer Complex	28
4. Colton Regional Parks	28
<u>County Museum</u>	
1. County Museum Exhibit Hall	28
2. Web Module Technology Presentations	29
3. Southern California Fires of 2003	32
4. Earthquake Park	33
<u>Probation</u>	
1. Sex Offender Program	34
2. Enhanced Electronic Monitoring Program	34
3. Impact/Night Light program	35
4. Homerun Program	36
<u>Public Safety</u>	
1. Storage Technology Optical Records Management (STORM)	36
2. District Attorney Video Conferencing/Training Equipment	37
3. Relocate/Consolidate Communications Center & Aviation Division	38
4. Expansion of Crime Lab	39
5. Replacement of Aircraft	39
6. Expansion of Regional Training Center	41
<u>Economic Development</u>	
1. Returning Veteran's Employment Program	41
<u>Assessor</u>	
1. Unified Property System	42
2. Assessor Reimbursement	43
3. Parcel Base Map Development	43
<u>Land Use Services</u>	
1. West Mojave Plan	44
<u>Arrowhead Regional Medical Center</u>	
1. Linear Accelerator	44
<u>Agriculture & Weights</u>	
1. County Pest Exclusion Request	45
2. County Pest Detection Request	45
3. California's Cooperative Wildlife Services Request	46
<u>Special Districts</u>	
1. Bloomington Park District community parks	47

Platform Issues:

Human System Services

Aging and Adult Services

1. Elder Justice Resources 48
2. Older Americans Act Reauthorization 48
3. Targeted Case Management and Public Guardian 49

Behavioral Health

1. Substance Abuse Parity 50
2. Medicare Mental Health and Substance Abuse Treatment Parity 51
3. 340b Drug Pricing Program 51

Child Support

1. Child Support Penalty Relief 52

Children's Services

1. Title IV-E Funding Flexibility 53
2. Foster Care Funding Flexibility 53
3. Title IV-E Funding for Guardianship Services 54

Preschool Services

1. Head Start Reauthorization 55

Public Health

1. Healthcare Simplification: Eligibility and Enrollment 55
2. Public Health Funding/Reporting Simplification 56
3. Increased Funding for the WIC Program 57

Transitional Assistance

1. Child Care Funding 58
2. TANF Reauthorization 58
3. Reserve Medicaid Funding 59

Veterans

1. Veterans Benefits and Services 60

Public Lands

1. Payment In-Lieu of Taxes – Full Funding 61
2. Payment In-Lieu of Taxes – Endowment Funding 61
3. Wilderness Designation 62
4. Rights of Way / Access to Public Lands 62
5. National Park Service Advisory Commissions 64

Public Safety

1. State Criminal Alien Assistance Program 64
2. Homeland Security 65
3. Fire Fighter Assistance Program 66
4. Southwest Border Prosecution Initiative 66

Economic Development

1. Community Development Block Grant 66
2. Home Investment Partnership Program 68

3. Workforce Investment Act	68
4. Southern California Logistics Airport	69
5. Harper Lake Development	70
6. Harper Dry Lake Reusable Launch Vehicle Spaceport Complex	70
7. 2005 Base Realignment and Closure (BRAC) Round	71
8. Southwest Fontana Neighborhood Initiative Program	72
 <u>Public Works</u>	
1. Transportation – TEA 21 Reauthorization	73
2. Flood Control	74
 <u>Environmental Safety</u>	
1. Bark Beetle Infestation	74
2. Forest Management / Healthy Forests	75
3. Yucca Mountain	75
4. Perchlorate Contamination	76
 <u>Probation</u>	
1. Gang Prevention and Effective Deterrence	77
2. TANF Funding for Juvenile Probation Programs	77

FUNDING PROPOSALS

Transportation

1. Tippecanoe/I 10 Interchange

Amount Requested: \$3,500,000

Background:

The San Bernardino Board of Supervisors has supported the construction of the interchange on Interstate 10 at Tippecanoe Avenue between the Mountain View Avenue interchange and the Waterman Avenue interchange in the City of San Bernardino. The project will also improve Tippecanoe Avenue between Interstate 10 and Barton Road in the Cities of San Bernardino and Loma Linda.

This project has been identified by regional studies as a critical infrastructure improvement in the Inland Empire. The project mitigates severe traffic congestion at the I-10/Tippecanoe Avenue Interchange. The project will: improve traffic flow on Tippecanoe Avenue (major north-south route to San Bernardino and Loma Linda); eliminate backups at the freeway off ramps, which currently impact freeway traffic flow and public safety; improve the flow of goods movement through the region; and improve air quality. Enhanced access to Loma Linda University Hospital will also decrease response time of emergency vehicles traveling to and from the hospital.

Project Description: Construction of the interchange on Interstate 10 at Tippecanoe Avenue between the Mountain View Avenue interchange and the Waterman Avenue interchange in the City of San Bernardino.

2. HIGH DESERT CORRIDOR

Amount Requested: \$2,000,000

Background: The Antelope and Victor Valleys continue to experience explosive population growth, deficient highway infrastructure, and impacts from truck related goods movement that bypass the Los Angeles area's more congested freeways. To address these concerns and to serve as a linkage between the two valleys' regional airports, the high desert communities of San Bernardino County and Los Angeles County are undertaking a cooperative effort to identify a new high desert transportation corridor extending from the Interstate 15 Freeway in the Victor Valley of San Bernardino County to State Route 14 in the Antelope Valley of Los Angeles County. The project currently has full support of cities and regional transportation planning organizations. The environmental review will address sensitive habitat; however, to date there have been no insurmountable issues identified.

In addition, the easterly Phase I of the High Desert Corridor Project received a \$6.5 million Demonstration Project Allocation from TEA-21.

Project Description: This request is for funding for costs associated with project development including, project approvals and environmental document preparation.

3. CHERRY AVENUE/I-10 INTERCHANGE

Amount Requested: \$27,000,000

Background: Interstate 10 is the principal east/west circulation route for automobiles and trucks into and out of the Los Angeles basin. Interstate 10 currently handles 185,000 vehicles a day with a projected traffic count of over 250,000 trips per day in 2020. Interchanges along Interstate 10 throughout the Inland Empire were typically built at every mile with overpasses or underpasses (grade separations) at every half-mile. However, in this area, apart from the spacing between Sierra and Citrus Avenues, interchanges are spaced at two-mile intervals and no midpoint grade separations exist. The lack of mid-point grade separations places extraordinary pressures on the existing interchanges.

Cherry Avenue is a multi-function arterial route. It is a truck route, providing access to industrial sites in north Fontana. Cherry Avenue provides access to the Fontana Speedway and provides a gateway for a large and growing residential core south of the rail tracks. Cherry Avenue is a regionally significant north/south highway with average daily traffic of 50,000 with projected traffic count of over 74,000 trips per day. Cherry Avenue/I-10 Interchange is experiencing heavy congestion with over 20 minutes delays in local cross over traffic during the afternoon peak hours. Alterations to the interchange configuration is complicated by the parallel railroad tracks immediately to the south of I-10.

Project Description: A joint project between Caltrans, the County of San Bernardino and the City of Fontana to widen Cherry Avenue to seven lanes and improve the I-10 interchange.

Some of the benefits of the I-10/Cherry Avenue interchange reconstruction project include:

1. Reconstruction of an aged and poorly functioning interchange.
2. Double north/south capacity across the freeway, removing an existing bottleneck.
3. Double or triple left turns storage/capacity from Cherry Avenue to I-10.
4. Increase off-ramp storage capacity, eliminating back-ups on freeway.
5. Widen on-ramps and accommodate ramp metering.
6. Consequently, improve capacity and traffic flow on I-10.
7. Improve emergency vehicle response time.
8. Reduce air pollution by reducing lengthy vehicle idling time.
9. Improve local mobility, currently severely impacted crossing I-10.
10. Enhance economic development in the area.

4. CEDAR AVENUE/I-10 INTERCHANGE

Amount Requested: \$22,000,000

Background: Interstate 10 is the principal east/west circulation route for automobiles and trucks into and out of the Los Angeles basin. Interstate 10 currently handles 185,000 vehicles a day with a projected traffic count of over 250,000 trips per day in 2020. Interchanges along Interstate 10 throughout the Inland Empire were typically built at every mile with overpasses or underpasses

(grade separations) at every half-mile. However, in this area, apart from the spacing between Sierra and Citrus Avenues, interchanges are spaced at two-mile intervals and no midpoint grade separations exist. The lack of mid-point grade separations places extraordinary pressures on the existing interchanges. The railroad tracks parallel to the I-10 complicate alignment alternatives. Maintaining freight traffic during construction may be complicated. Negotiation to obtain Right of Way may be protracted.

Cedar Avenue is a regionally significant north/south highway with average daily traffic of 50,000 with projected traffic count of over 74,000 trips per day. Cedar Avenue/I-10 Interchange is experiencing heavy congestion with over 20 minutes delays in local cross over traffic during the afternoon peak hours. Alterations to the interchange configuration is complicated by the parallel railroad tracks immediately to the south of I-10. Cedar Avenue is a multi-function arterial route. It is a truck route, providing access to industrial sites in south Fontana. Cedar Avenue is also a heavily traveled school transportation corridor with a large middle school on the northeast corner of Slover Avenue at Cedar Avenue. The over-crossing provides a gateway for a large and growing residential core south of the rail tracks.

Project Description: A joint project between Caltrans and the County of San Bernardino to widen Cedar Avenue to seven lanes and improve the I-10 interchange.

Some of the benefits of the I-10/Cedar Avenue interchange reconstruction project include:

11. Reconstruction of an aged and poorly functioning interchange.
12. Double north/south capacity across the freeway, removing an existing bottleneck.
13. Double or triple left turns storage/capacity from Cedar Avenue to I-10.
14. Increase off-ramp storage capacity, eliminating back-ups on freeway.
15. Widen on-ramps and accommodate ramp metering.
16. Consequently, improve capacity and traffic flow on I-10.
17. Improve emergency vehicle response time.
18. Reduce air pollution by reducing lengthy vehicle idling time.
19. Improve local mobility, currently severely impacted crossing I-10.
20. Enhance economic development in the area.

5. PEPPER AVENUE/I-10 INTERCHANGE

Amount Requested: \$25,400,000

Background: Interstate 10 is the principal east/west circulation route for automobiles and trucks into and out of the Los Angeles basin. Interstate 10 currently handles 185,000 vehicles a day with a projected traffic count of over 250,000 trips per day in 2020. Interchanges along Interstate 10 throughout the Inland Empire were typically built at every mile with overpasses or underpasses (grade separations) at every half-mile. However, in this area, apart from the spacing between Sierra and Citrus Avenues, interchanges are spaced at two-mile intervals and no midpoint grade separations exist. The lack of mid-point grade separations places extraordinary pressures on the existing interchanges. The railroad tracks parallel to the I-10 complicate alignment alternatives. Maintaining freight traffic during construction may be complicated. Negotiation to obtain Right of Way may be protracted.

Pepper Avenue is a multi-function arterial route. It is a truck route, providing access to industrial sites in south Fontana. Pepper Avenue provides access to the Arrowhead Regional Medical Center and provides a gateway for growing local residential development. Pepper Avenue is a regionally

Amended and Updated 02-28-2005

significant north/south highway with average daily traffic of 50,000 with projected traffic count of over 74,000 trips per day. Pepper Avenue/I-10 Interchange is experiencing heavy congestion with over 20 minutes delays in local cross over traffic during the afternoon peak hours. Alterations to the interchange configuration is complicated by the parallel railroad tracks immediately to the south of I-10.

Project Description: A joint project between Caltrans and the County of San Bernardino to widen Pepper Avenue to seven lanes and improve the I-10 interchange.

Some of the benefits of the I-10/Pepper Avenue interchange reconstruction project include:

1. Reconstruction of an aged and poorly functioning interchange.
2. Double north/south capacity across the freeway, removing an existing bottleneck.
3. Double or triple left turns storage/capacity from Pepper Avenue to I-10.
4. Increase off-ramp storage capacity, eliminating back-ups on freeway.
5. Widen on-ramps and accommodate ramp metering.
6. Consequently, improve capacity and traffic flow on I-10.
7. Improve emergency vehicle response time.
8. Reduce air pollution by reducing lengthy vehicle idling time.
9. Improve local mobility, currently severely impacted crossing I-10.
10. Enhance economic development in the area.

6. SUMMIT VALLEY ROAD

Amount Requested: \$14,000,000

Background: Summit Valley Road, branching from SR 138 and for the most part unpaved, is proposed as a vital project; an alternative paved access route between the San Bernardino/Los Angeles Basin and the High Desert Communities. The San Gabriel and San Bernardino Mountains create a formidable barrier to road and rail transportation between the Pacific Rim Port Cities, the densely populated Los Angeles Basin and Inland Valleys to the High Desert communities and on to other states. Cajon Pass on the eastern end of the Inland Valley, created by the San Andreas fault systems, is the most direct and feasible transportation corridor link between the Inland Valley and the High Desert. Burlington Northern/Santa Fe and Union Pacific Railroads use this corridor and Interstate 15 (I-15) and State Highway 138 routes are currently the only paved roads through Cajon pass.

A cooperative agreement will be necessary both with Caltrans (junction of SH 138) and the City of Hesperia (dirt road extends into Hesperia City Limits by about 1,000 feet before the road is paved again). Informally, the City of Hesperia would agree to pave their portion of the road to the City limit at an estimated cost of about \$800,000. An interim paving of the road on the existing alignment is moving forward with local monies. An agreement with the City of Hesperia has been formulated for a proportionate share of costs. This interim road is a paving of one lane in each direction and does not address the ultimate design envisioned in the County Master Plan of a multi-lane major highway on a different alignment.

Project Description: Bring Summit Valley Road up to County Standards for paving, drainage, alignment, lane-width and speed from SH 138 to Hesperia City limits.

7. CEDAR AVENUE/JURUPA AVENUE: TRAFFIC SIGNAL & INTERSECTION IMPROVEMENTS

Amount Requested: \$520,000

Background: Cedar Avenue is an important intra-county link and north south access between I-10 and State Route 60. The multilane Cedar Avenue has high volume traffic and Jurupa Avenue traffic has congestion and delays created by turning movements. The number of accidents is a factor in the high priority for a signal at this intersection.

Cedar Avenue through successive improvements is now a significant barrier to community, effectively splitting Crestmore in half. The Average Daily Traffic count, north of El Rivino Road (at the County line just a few blocks south of Jurupa Street) is 17,361 vehicles and through traffic does not stop. The inherent problems of turning movements and the lack of pedestrian access across Cedar due to non stop traffic is both a safety issue and a blighting effect.

Project Description: Improve with curb, gutter and sidewalk at ultimate design configuration for 500' on each leg of the intersection with a four-way traffic signal at the intersection of Jurupa Avenue and Cedar Avenue.

8. CUMBERLAND DRIVE: SH18-BALD EAGLE RIDGE

Request Amount: \$1,380,000

Background: Current subdivisions off SH 18 have limited access to SH 18 and needed improvements to this road will mitigate traffic safety issues. Cumberland Drive may also serve as a vital evacuation route for several vulnerable residential areas. The road would improve fire emergency response times for these residential areas that are still highly vulnerable.

Project Description: The road will require at a minimum a paved traffic lane in each direction, between SH 18 to an existing paved cul-de-sac road, Bald Eagle Ridge. Regionally,

9. LED RADAR ALERT & PERMANENT SIGNS FOR EIGHT COUNTY SCHOOLS & FIVE TEMPORARY TRAILER RADARS

Amount Requested: \$187,000

Background: The primary goal of this project is to alert drivers to a school zone and reduce vehicle speed. The feedback directly to the driver in real time is psychologically far more effective and less expensive than posting CHP officers to cite drivers. (Although this technique may also be used concurrently or separately). These permanent signs do not disappear into the background in information processing because of the LED flashing lights draw attention to higher speeds than posted. A safer school zone has many benefits: Students may be encouraged to walk to school rather than be driven; a reduction in accidents reduces liability (and lawsuits).

Project Description: Installation of Active Radar Speed Signs at eight (8) high-volume, high speed school crossings; a total of sixteen permanent signs. An additional five Radar Trailers to be used in multiple locations Countywide.

The proposed eight (8) school locations are as follows:

- (1) Congress 26 SD 1 Wrightwood Elementary School is located at 1175 State Highway 2, in the Wrightwood area. Thomas Guide 4652 C2
- (2) Congress 43 SD 2 Live Oak Elementary School is located at 9522 Live Oak Avenue, in the Fontana area. Thomas Guide 604 D4
- (3) Congress 43 SD 2 Sequoia Middle School is located at 9452 Hemlock Avenue, in Fontana area. Thomas Guide 604 D4
- (4) Congress 43 SD 2 West Randall Elementary School is located at 15620 Randall Avenue, in the Fontana area. Thomas Guide 604 F4
- (5) Congress 41 SD 2 Lake Gregory Elementary School is located at 24683 San Moritz Way, in the Crestline area. Thomas Guide Page 517 A2
- (6) Congress 42 SD 4 Lyle Briggs Fundamental School is located at 11880 Roswell Avenue, in the Chino area. Thomas Guide Page 641 D5
- (7) Congress 42 SD 4 Doris Dickson Elementary School is located at 3930 Pamela Drive, in the Chino area. Thomas Guide Page 641 D7
- (8) Congress 26 SD 4 Mission Elementary is located at 5555 Howard Street, in the Ontario area. Thomas Guide 641 H2.

10. NEEDLES HIGHWAY

Amount Requested: \$12,500,000

Background: Needles Highway is located within the tri-state regional area of Arizona, California and Nevada. Clark County, Nevada, the City of Needles, and the County of San Bernardino passed resolutions of support for the project. Needles Highway is the primary access road for the Fort Mojave Indian Reservation, north of the City of Needles it links I-40 and Aha McCav Prkwy.

Project Description: Complete construction of Needles Highway between N Street within the city of Needles, north to the Nevada State Line on an alignment in the process of being determined.

11. NATIONAL TRAILS HIGHWAY: 2% LOCAL MATCH

Amount Requested: \$5,740,000

(Required 20% local match, the total estimated cost of the project is \$28,700,000).

Background: Historic Route 66 is an American icon that was established in 1926. It is a roadway with a legendary reputation that truly circles the globe. The proposed legislative request will serve to preserve and enhance the most intact original Route 66 alignment in the State of California, and the longest historic two-lane section of Route 66 in the entire country. The proposed legislative request will also promote tourism for the benefit of all County of San Bernardino residents, and is further designed to provide positive economic benefits to those cities and communities adjacent to the roadway. Finally, the work will facilitate the continued use of Historic Route 66 as an alternate east-west alignment during emergency closures of Interstate 40, and provide continuing uninterrupted access to and egress from the Twenty-nine Palms Marine Corps Complex, Fort Irwin

and the Yermo Marine Corps complex. Keeping the Historic Route 66 alignment open is a priority. The Mojave Desert alignment contains over 130 historic, but aging timber trestle bridges constructed between 1929-1931. Failure of any of the bridges on the roadway would result in closure, severing the most historic portion of Route 66 in California, and one of the most original and unique alignments in America.

The overall project is for the restoration of historic Route 66 whose preservation may be considered a national rather than a local goal. Keeping the Historic Route 66 alignment open is a primary goal and priority, and the route provides access to and egress from the desert military complexes.

Project Description: County is requesting special legislation be introduced limiting the local match requirement to a two percent (2%) local match for the Mojave Desert Route 66 bridges for available Highway Bridge Rehabilitation and Replacement Program Funds.

12. DUNCAN ROAD PAVING & TRAFFIC CONTROLS

Amount Requested: \$500,000

Background: Regionally, the paving of this linking road between Oasis Road east to Baldy Mesa Road will complement the local traffic circulation patterns, relieving the trans-regional roads such as State Highway 18 of additional congestion

The County is proposing to pave this dirt road over several years as funds become available. The High Desert Transportation Facilities Fee Plan identifies this route between Oasis east to Baldy Mesa (a distance of 11 miles) as an essential regional circulation “backbone” infrastructure for the Baldy Mesa Phelan Pinon Hills communities. Phased paving the road at the at-grade intersections will enable traffic controls to be implemented. The current road use generates high quantities of PM₁₀. Paving the road will reduce this air quality significant pollution and further provide a route of choice for local east-west travel further reducing travel on local dirt roads. Paving the road will also reduce Vehicle Miles Traveled (VMT) for drivers who only use the paved roads in the area who currently must add multiple miles to regular trips.

Project Description: The overall project is to provide a paved structural section one lane in each direction between Oasis Road east to Baldy Mesa Road phased in one and two mile segments on an existing graded dirt road, primarily maintained through a County Special Districts program.

13. WILSON RANCH ROAD PAVING & TRAFFIC CONTROLS

Amount Requested: \$500,000

Background: The County is proposing to pave Duncan road over several years as funds become available. The High Desert Transportation Facilities Fee Plan identifies this route between Oasis east to Baldy Mesa (a distance of 11 miles) as an essential regional circulation “backbone” infrastructure for the Baldy Mesa Phelan Pinon Hills communities. The Wilson Ranch Road segment also incorporates the at-grade crossing. Phased paving the road at the at-grade intersections will enable traffic controls to be implemented. Paving the at-grade crossing at Wilson Ranch Road complements the total project. The paving of this RR Crossing on Wilson Ranch Road will complement the local traffic circulation patterns, significantly improving safety.

Project Description: The overall project is to provide a paved structural section one lane in each direction between Oasis Road east to Baldy Mesa Road phased in one and two-mile segments on an existing graded dirt road

14. DALEY CANYON ROAD INTERSECTION AND SIGNAL

Amount Requested: \$600,000

(The project is in the Measure I future projects list. A 20% local match share from Measure I funds could be programmed. The total estimated cost of the project is \$750,000).

Background: Daley Canyon road is a busy access road for the mountain communities off SH 18. The proximity of the local High School with attendant traffic congestion makes the intersection a bottleneck. Regionally, improvements to this intersection will mitigate traffic congestion. Daley Canyon Road may be important as an evacuation route.

Project Description: Add a turn lane, lighting and installing a traffic signal at the intersection of Daley Canyon Road at SH 18.

15. STATE HIGHWAY 247 IMPROVEMENTS

Amount Requested: \$8,500,000

Background: The current State Highway 247 is the core transportation corridor, not just for regional transportation, but it serves also as the “main street” as the only paved north-south road within the Flamingo Heights and Johnson Valley Communities. A significant amount of traffic utilizes the highway for local connections, turning on and off the paved route to access the network of dirt roads serving the communities on either side. This local traffic, due to the lack of turn lanes and passing lanes, inhibits regional through traffic and contributes to adverse safety conditions.

The area may be considered ecologically sensitive with the likely presence of flora and fauna on the state and federal endangered or threatened species lists. Likely candidate species include desert tortoise. New archaeological and cultural studies requirements significantly expand an Area of Potential Effects (APE) map; although working within existing right-of-way possibly makes the proposal categorically exempt.

A significant amount of traffic utilizes the highway for local connections, turning on and off the paved route to access the network of dirt roads serving the communities on either side. This local traffic, due to the lack of turn lanes and passing lanes, inhibits regional through traffic and contributes to adverse safety conditions. Sand and gravel from the many unpaved roads in the area is often deposited near the turn outs as the dirt roads have no transition to the paved highway.

Project Description: Rehabilitate and widen the existing paved road within the existing right-of-way to incorporate passing lanes and turn pockets between Yucca Valley Town Limits north and west to Johnson Valley.

16. MONTE VISTA AVENUE ALIGNMENT

Amount Requested: \$1,300,000

Background: Monte Vista Avenue is a north south route that crosses the barrier created by the railroad tracks north of State Street, so is used as an access route. The realignment of Monte Vista Avenue will complement the local traffic circulation patterns, significantly reducing local congestion. With local development, traffic has increased. The offset alignment is identified with increased congestion. The current four –way stop creates uncertainty over traffic precedent; slowing traffic efficiency, increasing safety concerns.

Project Description: Monte Vista Avenue requires horizontal realignment at Philips Boulevard. The north south alignment is offset due to Monte Vista Avenue following survey markings between old land grants. Philips Boulevard was the boundary between land grants. The project will realign the road intersection to eliminate the offset.

17. MIDWAY AVENUE PAVING

Amount Requested: \$1,000,000

Background: Regionally, the paving of this linking road between SH 18 and SH 247 will adjust the traffic circulation patterns of large trucks that will utilize the road to and from the Quarries. The County is proposing to pave this dirt road as many drivers use this link to connect the two State Highways. This use generates high quantities of PM₁₀. Paving the road will also reduce Vehicle Miles Traveled (VMT) for drivers who only use the paved roads Camp Rock Road or Crystal Creek Road. Should federal funding become available, as the road is a federal aid system road within the County Maintained Road System, gas tax monies could be budgeted for a 20 percent local match. The project is on the Measure I future Projects list, however, the current Measure I revenues are encumbered for other projects.

Project Description: The project is to provide a paved structural section one lane in each direction between SH 18 north 2.25 miles to SH 247 on an existing County Maintained graded dirt road. Paving this section of Midway Avenue provides a circulation link between SH 18 and SH 247.

18. ORO GRANDE OVERPASS

Amount Requested: \$11,000,000

Background: Studies show that goods movement by rail will increase rapidly over the next 20 years. Route 66, at the rail line, currently contains a very narrow underpass that inhibits traffic flow and prevents larger vehicles from utilizing a logical route from the Southern Logistics Airport on the outskirts of Victorville. The ports of Long Beach and Los Angeles receive and export and rail transports these goods through San Bernardino County to other states and regions. The increase in rail traffic has an adverse effect on local road traffic at rail crossings. The current height restriction and narrow (essentially one lane) bottleneck for traffic also impacts interstate commerce.

The current height restriction and narrow (essentially one lane) bottleneck for traffic impacts interstate commerce. Goods movement is dictated by various modes including road options,

especially from facilities like Southern Logistics Airport. Many trucks cannot utilize National Trails Highway as an alternative route due to the height restriction. The construction of a multi-lane overpass fits well with an existing project that is on schedule to widen National Trails Highway north for several miles north of the current underpass. The bottleneck of the existing underpass impacts local and regional traffic and has an adverse economic effect on local development.

Oro Grande overpass is an urgent grade separation project on National Trails Highway (Route 66) that needs to be constructed to improve traffic flow and remove the height restriction now present. Grade separation is actually a greater benefit to goods movement for interstate commerce. Grade Separation Project local match requirements burdens local funding sources, in effect, subsidizing interstate goods movement; benefiting national interests, but depleting local coffers. Local jurisdictions cannot provide the necessary funding to initiate this project.

Project Description: The proposal is to create a four lane overpass for National Trails Highway (Route 66) over the BN&SF and UP rail tracks at Oro Grande. Currently, National Trails Highway at the rail tracks is channeled through a very narrow, functionally obsolete, underpass that inhibits traffic flow and prevents larger vehicles from utilizing a direct route from the Southern Logistics Airport on the outskirts of Victorville, north and east to Barstow and Highway 58.

19. WINTERS ROAD PAVING

Amount Requested: \$12,000,000

Background: The current Defense Access Roads network includes Pole Line Road, Lear Avenue and SH 62. Convoys of military vehicles are traversing the local communities of Yucca Valley, Joshua Tree and Twenty-Nine Palms generating congestion, impacting Level of Service (LOS) on community roads and exacerbating adverse safety conditions. Moving the military convoys and large military transporters to a more northerly route providing a more direct east-west connection with SH 247 will minimize military transportation impacts and improve transportation efficiencies for the Military base.

Project Description: Construction of a paved road suitable as a Defense Access Road to County standards from the existing paved Border Avenue east to Lear Avenue near the Marine Corps Training Center along the alignment of Winters Road.

20. BIG TREE DRIVE SH 38 N/AIRPORT ENTRANCE

Amount Requested: \$465,000

Background: As the Big Bear Airport entrance road, Big Tree Drive has severe drainage and access issues that will be resolved with refurbishing pavement and installing storm drains. Pedestrian access as well as vehicle traffic is currently compromised by a road that creates ponds of water in the lightest storms.

Regionally, improvements to this road will mitigate traffic safety issues as vehicles turn on or off SH 38. Big Tree Drive may be considered as a “Portal Road” as a significant number of residents utilize the airport for commuting. Improved airport access could be considered important for

emergency situations such as the fire crisis in 2003 and economically, the ambience surrounding the airport entrance provides a “first impression” for visitors predicating subsequent visits.

Project Description: Refurbishing pavement and installing storm drains as the Big Bear Airport entrance road.

21. SUNBURST AVENUE VERTICAL REALIGNMENT

Amount Requested: \$15,000,000

Background: Sunburst Avenue provides access from State Highway 62 to many homes to the north. It is a narrow road that follows the native terrain, with substantial vertical alignment issues that limit driver vision at swales of intermittent streams that cross the road. The road provides access to a park, a senior center and an elementary school. The first section of the road from SH 62 north to Joshua Elementary School has a Class I Bikeway on the east side of the road.

Sunburst Avenue is the major access for communities to the north of SH 62 to link to the east-west highway. It provides access to significant local amenities. Local communities were significantly impacted by severe flooding in the summer of 2003. A project that removes a cross-road water flow is likely to be welcomed as a separate safety measure. The County is proposing to realign the vertical component of the road as traffic sight distance remains an issue of concern for the local school and for the senior center. Traffic tends to travel faster than the posted speed limit of 45 mph as the road although narrow, is straight and the swales steep. The “blind-spots” in the proximity of the school created by the steep slopes will be eliminated by vertical realignment.

Project Description: Realign the vertical section between SH 62 and HillTop Drive. This will be accomplished by providing a sized culvert (based on appropriate hydro study) and “cut and fill” with new pavement to smooth the vertical alignment and improve sight distance.

22. LENWOOD ROAD GRADE SEPARATION

Amount Requested: \$18,000,000

Background: The project is to provide grade separation between Lenwood Road and the BN&SF rail tracks. Lenwood Road is one of the few road crossings over the Mojave River between Lenwood, just west of the City of Barstow and Highway 58. It is utilized by a disproportionate volume of truck traffic due to this crossing being a “chokepoint” for travel.

This grade separation is part of the Alameda Rail Corridor (East) project that has examined the consequences of additional frequency and train length impacts on local communities. The status of the project (stage of Development) has reverted to concept: Prior to the current State Budget crisis, SANBAG had awarded approximately \$1.9 million to achieve Environmental Documentation through Plans Specifications and Estimates (PS&E) with the County of San Bernardino utilizing \$50,000 in gas tax monies and the City of Barstow utilizing \$50,000 in Redevelopment funds as a local match to design this project.

Regional Transportation Officials gave official endorsement of the concept by awarding \$1.9 million for environmental through design (PS&E) before the money was revoked due to the State

budget crisis. The project is endorsed by City of Barstow staff and elected officials and by the County Board of Supervisors. The project has both national and regional significance, especially for interstate commerce. Lenwood Road is a major truck traffic connection between Highway 58 to the north of the Mojave River and the community of Lenwood to the south. Highway 58 carries a significant levels of truck traffic from other states via I-15 and Las Vegas and from I-40 and points east. Main Street, otherwise known as National Trails Highway (NTH or Route 66) provides access to Barstow and Victorville. Although there are very good highway linkages between the freeways and Highway 58, Barstow is a logical stopping point for many truck drivers, either for changing drivers or for mandatory rest stops. Lenwood Road is a route of choice for these trucks. Currently the at-grade crossing of the Burlington Northern/Santa Fe railroad tracks provide a significant barrier to north south travel for trucks utilizing Lenwood Road from the major industrial and truck stop areas.

The Burlington Northern-Santa Fe and Union Pacific Railroads have been active in closing at-grade crossings of these tracks on non-maintained roads. The proposed grade separation will be beneficial for the railroads as well as local jurisdictions. Although minor concerns were expressed in a local newspaper "letters to the editor" column when design monies were awarded, these concerns were addressed by City elected officials.

Lenwood Road grade separation can be further supported by significant safety issues that demonstrate the need for this project. The distance between the at-grade crossing and the traffic signal at Main Street is relatively short. Any signal delay, created by maintenance or by an accident may easily cause a "backup" of southbound traffic to the crossing. Although the crossing is "gated", the potential for error in blocked traffic, leaving a trailer on the tracks with no room to maneuver is high. Over ninety freight trains in every twenty-four hour period, cross Lenwood Road. Freight trains, which are longer, heavier and therefore slower, comprise the bulk of all rail traffic; many of the freight trains are over a mile long. Traffic is delayed every time a train passes for three to seven minutes and with the bulk of the road traffic being truck traffic, not only is the traffic delay greater for the at-grade crossing because of the longer and slower freight trains, but the delays for road traffic are also greater, as trucks require low gear operation to gain momentum after coming to a stop. The reduction in traffic congestion and improvements to air quality may be quantified to demonstrate a high benefit cost ratio for this project.

Project Description: Provide grade separation between Lenwood Road and the BN&SF rail tracks.

23. ROCK SPRINGS ROAD BRIDGE

Amount Requested: \$9,000,000

Background: Rock Springs Road is a major artery between the Town of Apple Valley and the City of Hesperia with approximately 7,000 vehicles per day using the roadway. With the urban development in this area, construction of Rock Springs Bridge is essential, both for ease of movement and for safety. The nearest alternative river crossing is approximately four miles to the north requiring each vehicle to travel approximately eight additional miles to reach their destination when the road is closed. Based on the volume of traffic, it may be concluded that an additional 56,000 miles is driven for each day the road is closed. Apart from the immediate economic impact in increased fuel costs and wear and tear, adverse effects are also felt on other routes because of additional traffic volume and the additional miles driven and congestion impact air quality.

The construction of Rock Springs Bridge is considered an essential part of the regional traffic circulation. Rock Springs Road from Deep Creek to Kiowa has recently been realigned. Rock Springs Road at the Mojave River. Bridge approximately 1,200 feet long, 50 feet wide with a CIP/PS Slab construction. (Actual structural section dependant upon consultant recommendation)

Construction of Rock Springs Road Bridge will be a great community unifying structure allowing east west traffic movement. Currently a rail trestle bridge spans the Mojave allowing rail traffic, but the road follows the riverbed contours. Consequently, any substantial flowing water greater than that could be accommodated by the small pipes (about 750 cfs.) under the roadbed force the road closed.

Project Description: Construction of a four-lane road bridge across the Mojave River on the Rock Springs Road alignment.

24. PIUTE BRIDGE

Amount Requested: \$4,750,000

Background: Piute Wash is a major drainage feature that intersects Needles Highway. This feature potentially could generate high peak water flows owing to the large area of mountain and desert in its catchment (watershed) area. Early 90's drainage studies estimated a 100-year peak flow in excess of 26,500 cfs and concluded that Piute Wash needed to be bridged. The recommendation is for a 500-foot long multi lane bridge estimated to cost \$4.75 million that is not accommodated within the proposed rehabilitation and realignment of Needles Highway under the STP funding. Needles Highway is located within the tri-state regional area of Arizona, California and Nevada and is bounded on the east by the Colorado River, on the west by the Deadman Mountains and extends from California to Nevada. The Needles Highway is currently part of a county road network in both states and is under the local jurisdictions of Clark County Nevada, and San Bernardino County, California, and the City of Needles.

The proposal addresses the construction of a bridge across Piute Wash, a major drainage feature that intersects Needles Highway. This feature potentially could generate high peak water flows (flash floods) owing to the large area of mountain and desert in its catchment area and the regular expectation of summer thunderstorms. Early 90's drainage studies estimated a 100-year peak flow in excess of 26,500 cfs and concluded that Piute Wash needed to be bridged.

A joint proposal between the County of San Bernardino and the City of Needles, funds from the Federal Surface Transportation Program (STP) have been awarded to improve Needles Highway at various locations from "N" Street south of Interstate 40 north to the Nevada State line. County Road funds, and City of Needles funds are being used for the federally required local match portion of the project total of \$2.8 million to evaluate, realign and rehabilitate this roadway.

Project Description: Construct a 500-foot long, multi lane, Bridge on Needles Highway over the Piute wash.

25. EUCLID AVENUE AT 25TH ST. ROUNDABOUT

Amount Requested: \$3,100,000

Background: Euclid Avenue is a direct link with Mount Baldy Road and the ski-lifts above. Regionally, Euclid Avenue and Mount Baldy Road receives significant traffic as the route is access to the ski-lifts and Mount Baldy Village. The intersection with 25th Street is complicated by additional roads, including Crescent East. This creates a 6-way intersection and traffic is complicated by the geometry of the intersection.

Project Description: Construct a roundabout to maintain traffic flow, yet allow minor street consistent (and safer) access and egress. The roundabout will complement the local traffic circulation patterns, significantly reducing local congestion and improve resident safety.

26. YUCCA LOMA ROAD BRIDGE

Amount Requested: \$23,000,000

Background: The Mojave River is a major east-west obstacle for transportation in the high desert area. The Mojave River is also a major water course and, in the rainy winter months, is subject to high water flows. With the urban development in this area, additional bridges are becoming necessary, both for ease of movement and for safety. Construction of an additional bridge across the Mojave River (and the AT&SF Railroad tracks), connecting Yucca Loma Road via Yates Road to Green Tree Boulevard (a distance of approximately 3.4 miles) will provide a necessary structure to facilitate ease of movement across this natural barrier and provide a grade separation across the busy railroad tracks.

There are only two crossing points across the Mojave River between Victorville and the Town of Apple Valley, two rapidly growing communities. One crossing links via SH 18 through the Mojave River's upper narrows about four miles to the north and the second is located at Bear Valley Road about a mile to the south of the proposed Yucca Loma alignment.

Project Description: Construct a Yucca Loma Bridge of 3.4 miles and four lanes. This would provide a third connection between these two fast growing communities and the County area in between.

27. MILPAS DRIVE PAVING

Amount Requested: \$1,000,000

Background: Milpas Drive is currently a dirt road that has several blind curves and crosses a rail track with no safety features. Minor vertical and horizontal alignment within existing right-of-way will improve traffic safety. Paving will allow traffic controls to be implemented. Regionally, improvements to this road significantly improve safety and accessibility to school buses for students in the Apple Valley Unified School District.

The County is proposing to pave a dirt road one lane in each direction from the end of pavement south to Rancho Road on existing right-of-way. The Average Daily Traffic is high for a dirt road

(856). Paving the road will complement school bus accessibility, reduce PM 10, mitigate “wear and tear” on local traffic and improve traffic safety on blind “S” curves.

Project Description: Pave Milpas Drive a dirt road one lane in each direction from the end of pavement south to Rancho Road on existing right-of-way.

28. ARROWBEAR DRIVE REALIGNMENT AND WIDENING

Amount Requested: \$1,260,000

Background: The Arrowbear Community off SH 18 has limited access to SH 18. The existing bridge/spillway and road needs to be realigned and widened. The project is not capacity increasing.

Regionally, improvements to this road will mitigate traffic safety issues. Arrowbear Drive may be important as an evacuation route.

Project Description: Remove and replace bridge/spillway and realign and widen road. This will improve traffic safety and provide easier access egress in an emergency situation.

29. WRIGHTWOOD VILLAGE TRAIL

Requested Amount: \$800,000

Background: San Bernardino County Wrightwood Municipal Advisory Council has put forward the concept of a bicycle/pedestrian trail from Los Angeles County Line east to Sheep Creek Road. A community trail will help in maintaining the strong identity of Wrightwood. Regionally, Wrightwood is a ski destination for residents from the Inland Empire, Los Angeles and Orange County. A linking walking trail reduces vehicle hazards for the hordes of pedestrians that congregate near the local businesses and the school.

Project Description: Build a bicycle/pedestrian trail from Los Angeles County Line east to Sheep Creek Road.

30. FORT IRWIN ROAD

Funding Request:

The County of San Bernardino is submitting this application for Defense Access Roads (DAR) Program funding in the amount of \$3,000,000.

Background:

The Defense Access Road transportation project is currently underway to improve Fort Irwin Road from Interstate 15 north to the Fort Irwin Boundary. The project will improve the existing pavement and widen sections for passing lanes in five one mile sections thereby improving driving conditions. The engineering includes environmental clearance, surveying, horizontal and vertical alignment changes, pavement widening, passing lanes, shoulder widening and pavement rehabilitation extending the entire 22.3 mile stretch. Right-of-way has been acquired to achieve the engineered design.

Fort Irwin Road is the only paved connection to Fort Irwin National Training Center (NTC), north and east of the City of Barstow. Fort Irwin Road provides a direct link between I-15 and NTC. Between I-15, north to the Fort Irwin Boundary, the existing two lane road is narrow (average pavement width 22' with soft dirt shoulders ranging from two to eight feet) with significant constraints of vertical alignment and horizontal curves. The narrow pavement and relatively high speeds achieved by vehicles traveling the road create conditions where, should vehicles run off the pavement, they cannot safely recover. Many single vehicle accidents are attributable to the narrow pavement. Additionally, the existing road follows the desert topography, and has many drainage crossing points with few culverts or other methods of directing storm flows from the road surface. The road is therefore subject to inundation, run-off and silting. Most storm-water flows deposit debris on the road surface and more severe storms erode pavement. The storm flows and related debris create many safety problems for traffic on the road and also create maintenance delays. Although most rainfall is expected over the winter months, summer thunderstorms storms can be intense and the road is periodically closed for safety reasons. Resurfacing the road and providing paved shoulders will mitigate these drainage problems and provide for a longer lasting, safe road into the NTC.

The Environmental requirements for the widening of Fort Irwin Road have been completed. Due to the diverse nature of the lands and the candidate species that are known to inhabit the area through which Fort Irwin Road traverses, the proposed extensive widening, curve adjustments, drainage issues and right of way acquisition that is needed for a widened, upgraded roadway poses significant environmental impacts to these federally endangered species. The NTC and the Fort Irwin Road are located within the Superior-Cronese Desert Wildlife Management Area (DWMA). The United States Fish and Wildlife Service and California Department of Fish and Game have stated the Superior-Cronese DWMA is the most important area for the recovery of the Desert Tortoise within the Western Mojave Desert Tortoise Recovery Area. Fort Irwin records indicate that vehicles hit between five and ten of the federally threatened desert tortoises (*Gopherus agassizii*) on this stretch of road annually. The complex nature of the environmental conditions and the subsequent mitigation requirements significantly delayed and added extensively to the initial estimate of cost for paving Fort Irwin Road.

Proposal:

The County is administering the Fort Irwin Road DAR project (~\$16.0M), which will provide 10-foot paved shoulders, repave all travel lanes, add 5 miles of passing lanes, grade roadside clear zones, and improve signs/markings along all 22.3 miles of off-post Fort Irwin Road. The County opened construction bids for the DAR project on 9 Nov 04. Three bids were received, and the low bid exceeded the Engineer's Estimate by \$3M. The current low bid is scheduled to expire 90 days after bid opening, on 7 Feb 05. However, the county is willing to negotiate a possible extension beyond 7 Feb, if suitable to the low bidder. The County is requesting additional Defense Access Road Program funding in the amount of \$3,000,000 to completely fund this project through construction.

Justification:

The increase in training at NTC since the World Trade Center destruction and subsequent troop training for Afghanistan and Iraq requires additional traffic on this substandard facility. Improving Fort Irwin access and at the same time mitigating the environmental impacts of the project will be of inestimable benefit over and above human safety issues.

This project also achieves several goals in the regional transportation plan and in other federal and state plans. Strategic goals established by the Department of Transportation (DOT), will be met by the completion of this project:

- (1) Safety: Promote the public health and safety by working toward the elimination of transportation-related deaths, injuries and property damage on the only paved access to the Fort Irwin National Training Center.
- (2) Human and Natural Environment: Protect and enhance communities and the natural environment affected by transportation.

31. HELENDALE ROAD PAVING PROJECT

The proposal is to pave Helendale Road as an alternative route for National Trails Highway (Route 66) between the Silver Lakes/Helendale communities and Victorville. This alternative route avoids an at-grade rail crossing at Vista Road and a very narrow, functionally obsolete, road underpass at Oro Grande that inhibits traffic flow and reduces level of service.

This alternative route for commuters will avoid the current height restriction and narrow (essentially one lane) bottleneck for traffic impacts on National Trails Highway. The bottleneck of the existing underpass impacts local and regional traffic and has an adverse economic effect on local development.

The proposed project provides an alternative paved route to Victorville. For commuters, this additional road improves system connectivity, as commuting times can be more predictable, allowing commuters to efficiently access intermodal transportation systems; trains and rideshare/vanpools.

With the development of Southern California Logistics Airport (SCLA) an estimated additional 10,000 jobs will be generated. It is anticipated that multiple housing tracts will be developed north of the airport with Helendale Road as the primary road link.

The reduction of commuter traffic on National Trails Highway will allow trucks currently using National Trails Highway to haul goods more efficiently. Trucks run more efficiently if their momentum can be maintained and overall traffic circulation is improved.

Multiple traffic delay reduction and fewer at-grade crossings at Vista Road improves overall circulation.

Paving Helendale Road will significantly improve regional air quality in the Mojave non-attainment by the reduction of PM₁₀ generated by each vehicle passage on this current dirt road.

32. ALABAMA STREET CROSSING REPAIR WORK

During the severe storms of January, 2005, an existing double-box culvert was overwhelmed by the storm flows from City Creek and Plunge Creek, resulting in a 210 feet cut in the Alabama Street roadway. Since this location has been a historic and continuing problem, it is proposed to expand the culvert capacity by adding three additional culverts.

The work, estimated at \$1 million, will consist of the installation of three additional culverts. The culverts will be metal arch culverts with an approximate span of forty (48) feet and a height of eleven (11) feet. The metal arch culverts will have a concrete invert and footings with a metal structural plate arch (or concrete bid option) spanning the opening. The roadway will be backfilled and the upstream and downstream openings of the culverts armored with grouted rock slope protection. This type of structure has a fifty-year life cycle and should increase the capacity of the crossing from a 10-year storm to a 50-year storm. More importantly it will permit debris and storm flows to pass under the roadway to the Santa Ana River avoiding the severe damages to surrounding properties that has been experienced in the past.

33. VISTA ROAD GRADE SEPARATION PROJECT

The proposal is to create a grade separation on Vista Road for National Trails Highway (Route 66) and the Silver Lakes-Helendale community traffic. This grade separation will avoid significant delay created by train traffic estimated at 99 trains per day, many of which extend delay by waiting, blocking Vista Road for clear tracks.

The project has regional significance for commuters. By providing a grade separation at Vista Road to Victorville regional/area transportation system connectivity improves, allowing commuting times to be more predictable, and efficiently improving commuter access to intermodal transportation systems; trains and rideshare/vanpools in Victorville.

Vista Road is the major connection between the densely populated Silver Lakes housing development on the west banks of the Mojave River and northeast/southwest trending National Trails Highway (Route 66) to the east that provides access to Barstow and Victorville. In effect, the Mojave River and the Burlington Northern/Santa Fe railway tracks provide a significant barrier to east west travel.

As Vista Road is the only bridged crossing over the Mojave River between the City Victorville to the south and Lenwood, just east of the City of Barstow, to the north, Vista Road is utilized by a disproportionate volume of traffic due to this crossing being a “chokepoint” for east west travel. This chokepoint effect is exacerbated by the at-grade crossing of BN&SF tracks. With over ninety trains in every twenty four hour period, and with only two of them being passenger trains, freight trains, which are longer, heavier and therefore slower, comprise the bulk of all rail traffic.

Traffic is delayed every time a train passes and with the limited east west bridge options, not only is the traffic delay greater, but the delays impact larger volumes of vehicular traffic. Safety vehicles such as ambulances have been documented as being forced to wait for periods of up to fifteen minutes with one incident being reported in the local newspaper inferring the enforced wait had fatal consequences for a seriously ill patient. Alternative travel routes are severely limited and create significantly longer travel times and additional mileage. Alternative route trips negatively impact regional air quality as Helendale Road is currently unpaved.

34. SAN BERNARDINO AVE./UNION PACIFIC RR CROSSING

Funding Request:

San Bernardino County Request from the Department of Transportation \$260,000

Background:

The Union Pacific railroad spur crossing on San Bernardino Avenue in unincorporated County area has been designated by the Federal Government as the fourth most dangerous crossing in the United States. As part of a development project in a Redevelopment Project Area, San Bernardino Avenue will be widened to four lanes with a left turn lane. This necessitates the construction of new crossing signs and new rails and crossing base to accommodate the wider road and to meet current railroad safety requirements.

The project is being funded by Catellus Development Corporation, the County of San Bernardino Redevelopment Agency and a Section 130 grant through the State of California. However, within the past year federal funds to cover the cost of the rail grade improvements have ceased to be available. Only signal costs are covered through a program administered by the California Public Utilities Commission. The cost of having the work performed under Union Pacific guidelines is exceptionally higher than the cost of doing the same work by private contractor. For this project, which is a one hundred foot (100') right-of-way, the cost differential is approximately \$260,000. The lack of the federal funds has caused this to be an unanticipated cost to the Redevelopment Agency and to the private company. The Redevelopment Agency is requesting \$260,000 from the Federal government to cover this cost differential.

35. UNIVERSITY/STATE STREET CROSSING

Funding Request: \$17,000,000

Background:

The project is a collaborative effort between the County of San Bernardino, the City of San Bernardino and SANBAG. Its stated purpose is to reduce traffic congestion of State Street due to train delays blocking the street at the railroad crossing. The project is also important as it will relieve traffic to and from Cal State University San Bernardino, it will also become a key connector between the 210 and the 215 freeways. Even more important, we believe that this critical overpass will spur economic development to a community that has long been neglected.

Project Description:

The project will provide a bridge on State Street, which will cross over the railroad tracks, and eliminate the at-grade railroad crossing. The proposed bridge will accommodate two vehicle traffic lanes, a sidewalk, a bike lane in each direction, and a center turn lane.

Status:

Project design and construction is being managed by San Bernardino Associated Governments (SANBAG), a coalition of representatives from local city governments, with participation from the City and County of San Bernardino.

Flood Control

1. SANTA ANA RIVER MAINSTEM PROJECT

Funding Request: Ongoing Share of Cost

Background: The Santa Ana River Mainstem Project includes seven interdependent features: Mill Creek Levee, Oak Street Drain, San Timoteo Creek, Lower Santa Ana River, Seven Oaks Dam, Prado Dam and Santiago Creek. As of date, Seven Oaks Dam, Mill Creek Levee, Oak Street Drain, San Timoteo Creek Reaches 1, 2 and 3A and the Lower Santa Ana River Reaches 1, 2, 3, 4, 5, 6, 7, 8 and 10 are complete.

Completion of all of the features will provide (a) the necessary flood protection within Orange, Riverside and San Bernardino Counties; (b) enhancement and preservation of marshlands and wetlands for endangered waterfowl, fish and wildlife species; (c) recreation amenities; and (d) floodplain management of the 30 miles of Santa Ana River between Seven Oaks Dam and Prado Dam.

President's budget includes \$50 million for engineering, right-of-way acquisition, environmental mitigation and construction of Prado Dam (\$30 million), Seven Oaks Dam (\$3 million) and Reach 9 of the Lower Santa Ana River reach (\$17 million).

The County requests continued support for the Santa Ana River Mainstem Project.

2. SAN TIMOTEO CREEK PROJECT

Funding Request: Ongoing Share of Cost

Background: San Timoteo Creek is a major tributary to the Santa Ana River in the east San Bernardino Valley with a watershed of approximately 126 square miles. Major storm flows along the Creek in 1938, 1961, 1965, 1969 and 1978 caused considerable damage to the Creek itself as well as overtopping the banks and causing loss of life and severe property damage. The Energy and Water Development Appropriations Act of 1988 authorized improvement of San Timoteo Creek, as part of the Santa Ana River Mainstem Project.

The construction of San Timoteo Creek Reach 1 was completed in September 1996 and Reaches 2 and 3A was completed in June 1998. The construction for final Phase 3B, constructing 18 sediment basins will be completed August 2005. Landscaping contract will commence after the completion of the current construction.

The County requests continued support for the San Timoteo Creek Project.

3. SAN SEVAINE CREEK WATER PROJECT

Funding Request: Ongoing Share of Cost

Background: The San Sevaire Creek Water Project will provide environmental enhancements, water conservation and flood control facilities in the western portion of the San Bernardino Valley. The original 1995 approved project, provided a 137-acre area to be set aside as a preserve to protect a sensitive plant community, wetlands and wildlife enhancement. In addition, several water conservation basins will percolate an estimated 25,000 acre-feet of storm water runoff per year into the Chino Groundwater Basin benefiting agricultural, municipal and industrial water users in the Valley. The increased water conservation will occur as the result of additional 5,400 acre-feet of water storage, which will reduce the need to purchase imported water.

When the project was originally approved by the Secretary of Interior on May 9, 1996 and the project completed the 60-day calendar days reviewed by Congress as of July 25, 1996, as required
Amended and Updated 02-28-2005

under the Small Reclamation Loan Act, the project included \$37.4 million grant and \$19.2 million loan. When the Bureau provided the Repayment Agreement to the County Board of Supervisors for approval, \$10 million of grants had been eliminated from the project resulting in the downsizing of the original project. Due to the time it has taken to get the project approved, delays due to environmental requirements and approvals, and increase in project costs, which are now greater than those estimated in the loan application, the project has an estimated shortfall of \$15 million to \$20 million.

The County requests continued support for the restoration of \$10 million in grants deleted from the project.

4. WILSON CREEK FEASIBILITY STUDY

Funding Request: \$500,000

Background: Wilson Creek originates in the San Bernardino Mountains and flows in a southwesterly direction through the City of Yucaipa, San Bernardino County. The feasibility study would investigate methods to control erosion and reduce the impacts to the downstream open space areas, residences and commercial areas within the watershed. The runoff creates a large volume of debris and sediment within the City of Yucaipa, threatening to damage residential and commercial development and infrastructure facilities.

The San Bernardino County Flood Control District supports this feasibility study to evaluate the system and determine appropriate methods of protection through new facilities and management of the existing floodplain.

The County and the City of Yucaipa have an agreement to share 50% of the local share, estimated at \$500,000 to span three years (2004 - 2007) and the city requested additional funding in the amount of \$200,000 for FY 2005/2006.

The County requests approval of \$500,000 for the San Bernardino County (Wilson Creek) Feasibility Study.

5. UPPER SANTA ANA WATERSHED FEASIBILITY STUDY

Funding Request: (Not known at this time.)

Background: The Upper Santa Ana River Watershed Study is needed to define problem areas under present and future conditions and to assist county and local interests in developing a long-term master plan for the watershed.

The study will focus on the watershed of the Santa Ana River and tributaries located above Prado Dam, primarily in San Bernardino County. The purpose of the study is to describe all watershed characteristics and uses, to define problem areas under present and future conditions, and to assist the County and local interests in developing a long-term master plan for watershed management in the interest in improving specific water resource uses including environmental preservation and restoration, urbanization water supply and conservation and water-related recreation activities.

The District is requesting continued support of the San Bernardino County Feasibility Study on behalf of the Army Corps of Engineers and the local sponsor, the Santa Ana Watershed Project Authority (SAWPA).

County Fire

1. BAKER FIRE STATION

Funding Request: \$1,600,000 (Annual Cost)

Background: The northern and eastern portions of San Bernardino County are known as the “unfunded fire protection area” since there is no established fire protection district that serves the area and very little privately owned land to support such a fire district. The majority of the area is public land owned by the federal government and bisected by Interstate 15 and Interstate 40. In addition, several state highways, including routes 58, 62, 95, 127, and 395 transect these public lands. Within the last couple of years, an additional 600,000 acres of private lands have been transferred to the federal government ownership within San Bernardino County. Historically, and by direction of the Board of Supervisors, San Bernardino County Fire Department (County fire) provides fire and rescue services in this portion of the county.

County Fire recently completed a site acquisition process for the purchase of a 5 acres parcel in the community of Baker for the purposes of constructing a fire station to serve the northerly portions of the unfunded fire protection area, and specifically Interstate 15 from Barstow to the Nevada Stateline. This station’s first-in service area is approximately 4,000 square miles of primarily public lands. The part-time paid-call firefighters assigned to Baker are housed in an apartment in the prison and depend on a prison crew for additional staffing. The fire apparatus is parked in the refuse service company’s metal shed. The Baker personnel responded to approximately 950 incidents per year, primarily traffic accidents that occur on over a hundred miles of Interstate 15 and State Highway 127.

County Fire allocated \$270,000 of one-time funds for the recently completed architectural and engineering plans for a new 5,000 square foot fire station in Baker. The Board of Supervisor has allocated \$1.75 million for the construction of the fire station, but there are no funding sources for the required career staffing of the Baker Fire Station. A four-person engine company is the desired staffing level for the Baker Fire Station. A four-person engine company allows a rescue crew to operate safely as a single resource. This staffing level would maintain a Captain, Engineer, and 2 firefighters on duty each day. This staffing level is critical since the next closest fire station to support the Baker Fire Station personnel is the County Fire Station in Harvard, which is 46 miles away.

Public Works/Parks

1. MOABI REGIONAL PARK

Funding Request: \$3,500,000

Background: There are three pressing needs for the Moabi Regional Park; channel rehabilitation, flow structure removal and bridge installation, and the rehabilitation of the marina breakwater and docks.

Channel Rehabilitation: In order to facilitate water flows year round, eliminate health risks and provide the Sheriff with more access to the River for safety and emergency events, Regional Parks proposed improvements to Moabi's inlet and outlet channel. The project entails the dredging of channel inlet 300' to 400' from the River up to the abandoned flow structure thus removing approximately 4'-0" of silt. Also, dredging will need to occur at the current Marina access inlet/outlet to eliminate a large sand bar that restricts water traffic even at high river flows.

Flow Structure Removal and Bridge Installation: Reconfiguration of the existing and abandoned flow structure will entail the complete removal of three +/- 48" VCP inlet pipes and removal of the water flow control structure. After the dredging and widening of the inlet, the design and installation of a two-lane (24'-0" minimum) span constructed vehicular bridge. The bridge will allow Park campers continued vehicular access to Peninsula site 1 through 16. Analysis of the upper inlet area indicates that a +/- 120 lineal foot bridge, constructed 26 to 30 feet wide, with a standard pile and pile cap arrangement, in three 40 foot sections would adequately allow clearance for 85% to 90% of all boat traffic on the river. It will also eliminate approximately 20 minutes of emergency response time for the Sheriff and create more access to the Moabi Park Marina.

Marina Breakwater and Dock Rehabilitation: The existing subsurface rock bar, which is an old railroad alignment, is located at and across a portion of the entrance to the Moabi Park Marina. The rock bar, which lies just below the water line at its lowest level, will have rock material added so as to fully expose the bar regardless of the water level. It is intended to create a breakwater for the Marina thus protecting craft occupying the existing and new mooring space in the marina. Design and fully replace the existing "A" and "C" docks within the Moabi Park Marina. This project requires the total replacement of dock pilings, along with the complete replacement of flotation units, substructure and decking.

2. MOJAVE NARROWS REGIONAL PARK

Funding Request: \$3,000,000

Background: Due to the increasing encroachment of urban development resulting in the loss of watershed urban runoff has greatly impacted the stability and natural environment of Horseshoe Lake.

Located on the western boundary of the Mojave Narrows Regional Park and in the flood plain of the Mojave River, Horse Shoe Lake is an important are of fresh water habitat and bird activity. However, the increasing encroachment of urban development, the loss of watershed and increased urban runoff has greatly impacted the stability and natural environment of Horseshoe Lake. Urban runoff during winter rains, especially in "El Nino" years, has drastically increased the amount of trash, debris, sediment and potentially toxic materials that negatively impact the aquatic environment of the Lake. Unfortunately the lake is in need of protection and relief from the urban runoff threats, the lake also requires dredging from past sedimentation to improve the habitat for fish and wildlife. Bank stabilization is needed to protect the wildlife habitat on the lake and make it safe for school groups to gain access to and observe bird activity and lake habitat. In the center of the Horseshoe Lake is an island that serves as home to many species. As part of the dredging project a great deal of non-native material needs to be evaluated and removed from the Horseshoe Lake Island. A stabilization and planting plan for the banks and island will show sensitivity to the

project's location and is key to the environmental education segment of the planned Nature Interpretive Center.

The removal of silt and debris from past urban runoff in the Upper Pond, bank stabilization on the inner slopes, and redesigning the spillway will also directly benefit and assist in the maintenance of Horseshoe Lake. Regional Parks will use the development of these two water sources will be used to demonstrate the importance of water and the use of a vernal water system to students and visitors.

3. YUCAIPA VALLEY REGIONAL SOCCER COMPLEX

The Yucaipa Valley Regional Soccer Complex is a cooperative effort between San Bernardino County and the Yucaipa Valley Youth Soccer Organization. The Organization will design, build, maintain and program this 30 acre complex adjacent to Yucaipa Regional Park. The complex once completed, will be used for recreational, regional and state-wide tournaments, scouting jamborees and community activities. The complex will only compliment the existing Regional park and the City of Yucaipa, by providing enhanced family activities, along with providing much needed fields for youth and adult leagues.

Completion of the roadway and parking lots (\$350,000 - \$400,000) and installation of fields lights (which cost approximately \$50,000 per field) are all necessary to move the project through Phase 2. There are six fields and the area is not completely flat requiring expenses expected to cost approximately \$350,000.

Funding Request: \$950,000

4. COLTON REGIONAL PARK

Funding Request: \$5,500,000

Background:

The Colton Regional Park will serve the immediate community of the City of Colton as a place to recreate and enjoy a safe and clean outdoor experience.

The City of Colton has a significant lack of open space. The facility will provide a dense urban neighborhood that is socio and economically disadvantaged with a safe, clean and accessible park land and walking trails along the Santa Ana River.

The Colton Regional Park will encompass approximately 130 acres on the north and south banks of the Santa Ana River. The north 85-acres will be comprised of a fishing lake, open space for picnicking and family gatherings, multi-use fields and RV/tent camping. Included in the area will be picnic shelters, restrooms, playground, and a 5,000 square foot building complex that will be designed to display interpretive material, office space and community use areas. The south 50-acres will include open space for users of the Santa Ana River Trail to stop and relax along their hikes or park their cars and begin their journey along the trail.

County Museum

1. COUNTY MUSEUM EXHIBIT HALL

Amended and Updated 02-28-2005

Funding Request: \$ 3,000,000

Background:

The County Museum building was constructed in 1974. Since that time, museum conservation practices and public needs have changed. It is extremely important to the residents of San Bernardino County and the region that the museum provides contemporary exhibitions, modern museum collection care, diverse learning programs, and greater opportunity to a growing region for public education and appreciation of regional natural and cultural heritage.

In order to serve the growing cultural and informal education needs of inland Southern California, the San Bernardino County Museum wants to construct 12,000 sq. ft. of additional exhibition space to showcase and interpret the rich geologic and paleontologic history of the region. The unique geology of the region will be the template on which a myriad of paleontologic stories will be told. The completed Hall will utilize the fossil collections at the Museum, some of which include the only dinosaur trackways known from California, the Paleozoic Era's fossil riches from our California deserts, in addition to fossils, which reflect our regions wetter, and wilder past in the Ice Age. Other exhibitions will include the evolution of the vertebrate system, and other geologic and research subject matter. The region boasts an incredibly unique geologic feature, which has shaped the face of Southern California. This is of course, the San Andreas Fault System. Its effect on the physiographic region will be showcased at the Museum in an exhibit which explains its evolution and its future and will serve as an educational portal to invite the visitor to the proposed Earthquake Park, located a short distance away, where they may actually view and experience this feature outdoors. Through the expansion, museum collections will be centralized for better preservation and maintenance, a vital safeguard for artifacts that ultimately belong to the public.

The total project cost is estimated at \$9 million. To fund the entire expansion project a capital campaign is being organized through the Museum Association, a 501(c) 3 support organization and matching funds in the amount of \$2 million have been set aside by the San Bernardino County Board of Supervisors.

2. WEB MODULE TECHNOLOGY PRESENTATIONS

Funding Request: \$750,000

Background:

In July 2003, the San Bernardino County Museum received a grant from the Institute of Museum and Library Services (IMLS) to design and implement a multi-functional web module and media archives for the Inland Empire (San Bernardino and Riverside counties). The web module will provide access to cultural and natural heritage information for public and academic use. Numerous objects in the Museum's collections are protected by strict conservation standards and policies. Viewing these artifacts and specimens electronically opens collections that would otherwise be closed to the public

In conjunction with the County Museum's Argus collection database, a web module will provide access to collections of more than one and a half million objects, and online curriculum that corresponds with state and federal standards. Greater public access to cultural and natural heritage material encourages learning, open-mindedness, understanding, and cooperation between diverse

populations and ethnic groups, a concept supported by the International Council of Museums and institutions throughout the world.

The Web Module will introduce a broader audience to the valuable resources available throughout the Museum. Teachers, researchers, scholars, and students will enter an “Enrichment Zone”, developed by professional educators and museum staff, as a teaching tool. San Bernardino County Schools will be able to use virtual artifacts from the museum for curriculum-based studies.

In order to ensure that this project is presented to the widest regional audience, the Museum is creating digital videos, which will include events in the museum, behind the scene views of collections, research, fieldwork, curator talks, and community enrichment programs. With the assistance of local and county educators and Museum education staff, the Museum is providing available lesson plans and activities consistent with state and federal educational standards appropriate for each grade level.

Web technology is critically important in low to moderate-income locations where web access may only be available at community-sponsored locations. This is particularly important in San Bernardino County whose average household income is \$5,500 less per year than the average California income, and is the largest county in the continental United States, over 20,000 square miles. Because of its vast size, many county schools and residents are unable to visit the Museum in person. Providing a compelling and engaging web site with corresponding educational materials, and training in how to use this information, gives teachers a valuable tool for classroom use.

The Web Module project requires outreach to remote, low to moderate-income families who may not have access to a computer or the Internet. It requires expertise from educators at the local and county levels to ensure the highest quality of instruction. In addition, this concept requires off-site installation of digital video equipment at community centers, Museum historical branch sites, county libraries, and government centers in remote areas of the county of San Bernardino. The introduction of video screens in centers throughout the county will enlighten visitors to their natural and cultural heritage through the collections at the Museum, and encourage visits to the Museum.

Web access to the Museum’s collection is also important, since many items are quite sensitive to human and environmental contact, and usually could not be displayed in a traditional museum setting. Presenting these collections through the web site will ensure their long-term preservation, promote public awareness, and allow for their scholarly and public use in a responsible way.

In addition to web access to Museum collections by the online visitors, this project includes video access to collections by in-person Museum visitors. The San Bernardino County Museum has installed four plasma screens in galleries throughout the Museum.

Plasma screens will display images and information about, and provide video access to the six historic branch sites operated by the Museum, including the Agua Mansa Pioneer Cemetery, the Yorba and Slaughter Families Adobe, the Assistencia, an outpost of the Mission San Gabriel, The Yucaipa Adobe, the Daggett Stone Hotel, and the John Rains House. These historic sites are located throughout the County of San Bernardino, and provide opportunity to interpret historical information to the public. They contain collections that represent historic periods between 1850 and 1890 in San Bernardino County. Goals include:

1. To promote public awareness of the Museum as a critical cultural and natural heritage repository.

2. To encourage web site users to visit the museum facility.
3. To create an Enrichment Zone, where the Museum's resources are introduced to those who are unable to visit the facility.
4. To establish an easy to use index to promote research for students, teachers, and scientists.
5. To create video presentations that will illustrate important collections, research, and site work that cannot be displayed in any other manner.
6. To encourage life-long learning through community-based programs presented through the web site and via electronic media within the Museum and at various sites throughout the County of San Bernardino.
7. To create and maintain partnerships with organizations in order to better serve the needs of Museum patrons.

Web-related strategies that will be incorporated to achieve these goals include building an attractive web site that is easy to navigate, with clear instructions that initially lead the web user to components that interest that user, including access to the curatorial staff in each division.

Description of the Activity:

The San Bernardino County Museum will expand its existing web site by creating links to specific divisions within the Museum, including history, archives, geology, paleontology, biology, anthropology, and education. The Web Module project will include linking the Argus collection database to its web site. This linkage will allow researchers, students, and teacher's access to the Museum's vast collections and will support the Museum's role as a repository for the county's cultural and natural heritage.

Components of the web site will be designed to be accessible and appeal to, an audience of all ages and educational levels, for pleasure and for scholarly pursuit. Museum staff will work closely with educators in the community to develop lesson plans, activity guides, and video presentations that correspond to California and Federal standards for each grade level. These lessons and activities will be accessible to teachers for classroom use. Further, the Museum will develop workshops, presented by professional educators from schools and the Museum, to instruct teachers on how to use the Museum's web site in the classroom.

In addition, many activities will be available to families to view and download for home use. All material displayed on the web site will be available to a wide range of users. The site will appeal to all age and educational levels and to users with limited and advanced technical ability and experience. The site will be accessible to use from most computers.

The Museum will seek professional guidance to build a web site that is truly interesting and relevant to the mission of the San Bernardino County Museum, and will attract and hold the attention of web visitors. An interactive section for the younger user will stimulate a desire to learn more.

Museum staff and the County of San Bernardino support the web module project. We encourage community partnerships with local and county schools, libraries, county parks, community centers, and local governments. Through these partnerships, we hope to garner future support for this ongoing project.

The success of the web module will be measured by analysis of a comprehensive web-user log, by outside teacher and student evaluations, and by staff contacts with academic researchers. User feedback via email will be encouraged and monitored. When the new web site is launched, it will be managed under the supervision of a Site Editor and a Web Manager. It will be their

responsibility to monitor the content, assure its timeliness, and assume the technical maintenance of the site.

The San Bernardino County Museum has a partnership with a local middle school in Redlands, CA. Students from Moore Middle School meet at the Museum three times a week to participate in curriculum related activities. The Museum Youth Club program is designed to evaluate and promote the connection between formal and informal education and to demonstrate how informal programs and opportunities encourage student success in school. The program is based on the idea that the Museum, an informal learning environment, should contribute to youth development. Club members will be encouraged to participate in all aspects of web design related to youth programs. They will also be asked to evaluate the web site for content and enjoyment. Teachers from Moore Middle School will be asked to evaluate the site, by using it in their classrooms.

Highly qualified Museum professional and support staff are committed to produce an excellent Web Module. A web site manager will be hired to ensure maximum performance and accessibility for all who use the site. Finally, professional educators from local and county schools will be hired to work with Museum staff to create meaningful educational content for the web site, and to present workshops to educators in the region.

"Libraries and museums are ideal places for spurring innovative and emerging information technologies. Enabling communities to have access to the latest and most up-to-date information will not only boost educational opportunities, but it will also improve economic development efforts and quality of life for residents," Congressman Bart Gordon, Tennessee.

3. SOUTHERN CALIFORNIA FIRES OF 2003: Cultural and Natural Heritage Inventories, Protection, and Awareness (CNHPA)

Funding Request: \$ 4,000,000

Background: The Old Fire and Grand Prix Fire in fall of 2003 were catastrophic events, which impacted chaparral and forest environments largely in San Bernardino County. Disastrous forest fires in recent years have been exacerbated by the lack of proper forest management including brush clearance; trail maintenance, and adequate staffing and equipping of fire crews. The National Forest Service received a large increase in appropriations for FY 2001 to expand fire protection efforts nationally. Within San Bernardino County this is especially important given the high density of pockets of private lands and the urban/wild land interface. The proposed Cultural and Natural Heritage Protection and Awareness program (CNHPA) would provide a significant tool for land managers, fire crews, and administrators in federal, state, county, and municipal agencies.

Recent wild land fires have validated the threat for catastrophic fires in the San Bernardino Mountains. The problem is aggravated and overwhelming by the excessive numbers of dead and dying trees from drought and bark beetle infestation, which remain despite the recent plague of wild land fires. Considerable effort is in progress to remedy the present situation through various methods of dead tree removal and forest thinning. It is unclear at this time if remedial efforts can be implemented before the reoccurrence of catastrophic fire in the forest areas of the San Bernardino Mountains. At the same time, these same forested areas of the San Bernardino Mountains contain significant cultural and natural resources which are largely un-catalogued given sporadic and inconsistent efforts to document their distribution and occurrence. These cultural and natural

resources are at risk in the immediate future, either by catastrophic fire events or remedial efforts intended to ameliorate the potential for catastrophic fire events. Recovery or preservation of these cultural and natural resources will not be possible absent detailed information and comprehensive data and mapping on their occurrence and distribution collected prior to the events, natural or anthropogenic, that result in their disruption and/or destruction.

To clearly document and appraise the cultural and natural resources throughout the fire impacted landscapes, and the remaining undamaged chaparral and forestlands of San Bernardino County, the San Bernardino County Museum proposes a project to establish a comprehensive baseline of consequences from the recent fires relative to cultural and natural resources. In addition, using existing museum archived information, and field inventories techniques, Museum professional staff will construct a series of GIS mapping layers assimilated into San Bernardino County Information Services Department (ISD) GIS Parcel Base map with attribute information of all actual and potentially affected habitats, historic structures, archeological sites, and paleontologic locations, including sensitive wildlife and plant species. There is currently no anthropologic, historic, biologic, geologic, and paleontologic database system that would be of such utility to land managers and planning agencies. Analogous models such as the CHRIS system for cultural resources has proven to be beneficial to these efforts. In addition, this would be a multi-year project, so that the database can be continually maintained and upgraded as new sites are discovered in the region. A strong potential for matching funds could come from ESRI because of their interest in partnering with educational and research based institutions that share their mission regarding the dissemination of information through GIS. Geological attributes would also be documented and mapped regarding potential for landslides and mass wasting locations of the impacted areas.

In summary, the CNHPA program would provide a critical tool, which must be apart of planning and management of pre and post fire events. Benefits of this project include:

- A critical program for implementation during the Old Fire and Grand Prix Fire situation assessments, and during the post-fire remedial efforts.
- Provides a tool for future emergency preparedness for all involved agencies.
- Integration into the San Bernardino County GIS PARCEL BASEMAP
- Provides an important tool during the remedial efforts for removal of the dead and dying trees from drought and bark beetle infestation.
- Provides needed information for the compliance process during remedial activities.
- Provides an excellent reporting process to oversight agencies.
- Provides an excellent customer service to San Bernardino County residents by recognition of their cultural and natural heritage.

4. EARTHQUAKE PARK

Funding Request: \$2,500,000

Background:

What is Earthquake Park? The proposed project is a public partnership effort developed to educate the general public in San Bernardino County and the visitors to our region about the unique characteristics of the Cajon Pass a 10,000 acre tract of land within San Bernardino County. The Earthquake Park project is a cooperative effort between the San Bernardino County Museum, County Regional Parks, USDA Forest Service, and ESRI, Inc. and would establish a physical venue to illustrate the cause and effects of seismic activity. Seismic routes would be mapped, including a

driving trail, and interpretative features could include a slip fault prototype and fossils. Information provided at the Earthquake Park venue would link directly to the Museum's new Hall of Paleontology, which will showcase the San Andreas Fault, its effect on the region and its fossil riches exposed as a result. Additionally, the Earthquake Park venue would offer exposure to county and regional residents' all aspects of disaster preparedness, personal and home safety information, likely to reduce the overall risk of loss after an earthquake.

The design and construction of the park can be facilitated through one-time funding, however, cooperative partners in this project would provide both equipment and land. This project aligns with potential Seismic Safety Committee goals on a federal and state level.

Probation

1. SEX OFFENDER PROGRAM

Funding Request: \$1,500,000

Background: Sex offenders on probation represent one of the highest threats to public safety and potential for victimization of any group of criminals under supervised release. Their crimes often have a lifelong, profound effect on their victims and families, and almost always involve multiple victims. These predators are among the most difficult to supervise because of the hidden nature of their crimes and a reluctance of their victims to come forward. Public awareness of this public safety issue and the danger that sex offenders represent in the community has increased, resulting in the creation of Megan's Law, mandatory offender registration and community access to this information.

The traditional method of supervising offenders in the County of San Bernardino has offered little in the way of public protection due to probation officer caseload. Because these offenders are manipulative, and their activities covert, smaller caseloads of specially trained probation officers are necessary to effectively supervise.

There are approximately 400 P.C. 290 registrant sex offenders under probation supervision in San Bernardino County. One specially trained unit of 10 probation officers could supervise all of these offenders, with a caseload ratio of 1:40, providing regular home visits, home searches, computer pornography searches, and protection for potential victims. In addition to the 10 Probation Officers (PO), 1 Supervisor, 1 PO III, 2 Clerks, equipment and space to house the unit would be necessary.

2. ENHANCED ELECTRONIC MONITORING PROGRAM

Funding Request: \$1,500,000

Background: Electronic monitoring (EM) technology has offered enhanced supervision tools for community corrections for more than a decade. However, early technology was very limited and therefore program design and the appropriate offender population has also been very limited. In most jurisdictions, electronic monitoring has been primarily used as a pre-trial option to enhance supervision of defendants released on their own recognizance. Electronic monitoring has seen more limited use as a post sentence option to enhance probation supervision. San Bernardino County

Probation has operated a post sentence electronic monitoring program since 1996. The program continues to utilize technology developed in the early 90s and has been primarily applied in misdemeanor cases where risk to the community is minimal.

With the growing felony probation population and within that population the growing number of high risk probationers there is a need for a technological tool that would offer greater offender surveillance and accountability. The advent of GPS technology and the miniaturization of it have now provided an electronic monitoring system that is truly effective in tracking an offender's every movement. Applied to high-risk probationers, an EM program could provide substantially enhanced community protection.

Approximately 3,000 of San Bernardino County's adult felony probationers are classified as maximum risk. Perhaps 10 to 15% of these would be of greatest risk to the community and most appropriate for an EM program. For such high-risk offenders, an effective EM program needs to respond to violations any day at any hour. This would require that Probation Officers be either on-duty or on-call at all times. A team of seven line probation officers plus one lead probation officer and a supervising probation officer could provide such 24/7 responsiveness with overlapping shifts between 8:00 a.m. and 11:00 p.m. and shared on-call duty each evening. In addition to the seven Probation Officer II positions, one Probation Officer III, one Supervising Probation Officer and one clerical support position the electronic monitoring equipment as well as office space and customary equipment would be required.

3. IMPACT/NIGHT LIGHT PROGRAM

Funding Request: \$1,000,000

Background: The Impact/Night Light Program involves a collaborative partnership between the San Bernardino City Police Department and the San Bernardino County Probation Department. This program is dedicated to monitoring juvenile and youthful adult offenders engaged in street crime, assaults, homicide, graffiti, vandalism and illegal use of firearms. There are currently five (5) full-time Probation Officer II positions, one Supervising Probation Officer, one Clerk II, five (5) Police Officers and .5 FTE Police Sergeant positions funded by this grant.

The United States Department of Justice, Bureau of Justice Assistance financial allocation is used to fund a multi-agency collaborative program called IMPACT (Intervention and Management of Probationer Accountability and Compliance to Terms). It is a co-operative teaming of Probation Officers and Police Officers to positively influence the lives of youthful offenders.

The program is funded by two grants shared by the San Bernardino County Probation Department and San Bernardino Police Department. The Bureau of Justice Assistance administers funding to four, two-person teams. A State of California Juvenile Accountability Incentive Block Grant (JAIBG) funds one additional two-person team.

The focus of the program is to assist probationers in successfully completing probation by identifying situations that could cause the probationer to fail and then taking appropriate actions to eliminate them. Nightlight rests on the simple premise that "you cannot fight fires from the stationhouse." It was designed to reverse the trend of desk-bound probation officers working primarily out of their offices with little visible presence in the community.

The program also addresses at-risk youth residing within the city of San Bernardino who may not necessarily be on formal probation. An important feature of IMPACT is to provide supervision and accountability during the evening hours, when many crimes occur but probation officers do not routinely work.

By eliminating negative influences, reinforcing skill-building programming, providing examples of positive activities, and emphasizing successes, the program hopes to impact youth who would have likely failed without additional attention. The goal of this program is to reduce juvenile crime through intervention.

4. HOME RUN PROGRAM

Funding Request: \$495,000

Background: The San Bernardino County Probation Department sought funding from the office of Community Oriented Policing Services for the expansion of a delinquency prevention and early intervention project designed to prevent and reduce criminal and violent behavior among juveniles who are at risk of becoming chronic offenders. Probation officers on school campuses throughout the County of San Bernardino utilize a school-based assessment process to identify clients for the program. Those students identified as being “at risk” of becoming chronic offenders are immediately provided with interventions. The assessment and service delivery model for this program is a proactive strategy utilizing the fundamental principles of Community Oriented Policing (COP) and Problem Oriented Policing (POP).

Just as COP officers identify factors that lead to crime in the community, School Probation Officers identify the factors that may lead a juvenile toward a life of crime. After these factors are identified, the COP/POP officers implement a strategy to eliminate the crime producing factors in the community. Likewise, school-based probation officers develop and implement strategies to eliminate delinquency-producing factors such as truancy, drug abuse, poor academic achievement, low self-esteem, and health issues.

Direct services and referral services are provided to students and their families by school probation officers. Staff training is also provided. There are currently nine (9) Probation Officers assigned to nine school districts to provide services on campuses of elementary, middle and high school as identified by school districts. This project has been funded since FY 1999/00 through the U.S. DOJ/COOPS Office by Congressional Earmark Safe School Initiative money.

Public Safety

1. (STORM) STORAGE TECHNOLOGY OPTICAL RECORDS MANAGEMENT

Funding Request: \$1,480,375

Background: Current methods for transmitting documents among law enforcement agencies in San Bernardino County are time-consuming, labor intensive and inefficient. Disparate automation systems prevent easy sharing of electronic information and proper dissemination of data and/or

Amended and Updated 02-28-2005

images. The problem intensifies as the San Bernardino County District Attorney receives approximately 76,000 cases from all law enforcement agencies, and 60% of these received from the Sheriff. Over 72% of these cases are actually filed with the Court, and 36% of the Court filings are Sheriff generated cases. Current law mandates many of these cases to be filed within 48 hours, thus compounding the need to have an efficient operating system and timely flow of information.

The STORM project seeks to expand the data exchange and imaging capabilities of law enforcement networks within the County of San Bernardino. The project will be implemented in various stages, beginning with the development of an interface between the Sheriff's RMS system and the District Attorney's STAR system. The technology used in this phase will serve as a potential model for future expansion to other law enforcement agencies within the County.

The first phase will consist of expanding the Sheriff's record management system (RMS), the District Attorney's STAR system, and the Court's case management system so that imaged documents and data can be electronically accepted in the Court from the District Attorney. Deputy Reports (DRs) and all supporting documents will be electronically submitted to the District Attorney. Data and documents will be standardized using a common input file format to include data, document images, pictures (scanned and digital) and digital voice recordings. Once received, the information will be automatically input into the District Attorney's STAR system. The District Attorney will review the information and make filing decisions. The existing e-filing system between the District Attorney and the Court will be expanded to include the redaction of appropriate data, electronic Utilizing the Sheriff's existing records management system (RMS) in which data is entered prior to case submission to the District Attorney, a scanning and indexing station (or small imaging system) will be installed. The Sheriff will scan documents into the system rather than photocopying them for delivery to District Attorney. The agency can choose between manually entering the information required by the District Attorney and extracting data from their records management system in the standard format required by the District Attorney. The data and images will be electronically sent together to the District Attorney for filing review. The Sheriff then could use the information "as is" within the imaging system at their site for future reference, or could electronically extract the information for input into their records management system. The Sheriff's Department is in the process of updating its obsolete CAD/RMS system (with \$4.7MM of funding from a COPS MORE '98 grant). The changes (due for completion by mid-2004) will permit greater ease and flexibility in addressing the proposed broader-based imaging project.

Running concurrently with Phase I (the development of the interface between the Sheriff and the District Attorney) will be the expansion of the imaging capabilities of the Court. This development is critical so that imaged documents can be electronically accepted from the DA; linked to the appropriate case; indexed and stored for retrieval, and accessed and printed in whichever court location requires access.

2. DISTRICT ATTORNEY VIDEO CONFERENCING/TRAINING EQUIPMENT

Funding Request: \$120,000

Background: The District Attorney, in conjunction with the San Bernardino County Sheriff's Department, has recently developed a video training site. This has enabled our office to reduce training costs by 80%. The California District Attorney's Association provides excellent training

seminars throughout the state and this department takes full advantage of today's technology to trim those training costs. While this approach has been enormously successful it is only the first step towards the efficiencies that can be attained in this area. Due to the geographic size of San Bernardino County the District Attorney's office has 16 separate locations. In an effort to capitalize on video conferencing capabilities and save additional time and money on traveling to this central site this proposal would provide video-conference equipment at the remaining offices.

In addition, the District Attorney office uses this equipment extensively to appear at statewide lifer parole hearings. As this technology becomes more acceptable as a communications medium (as opposed to the face-to-face meetings) other uses will become more commonplace (i.e. depositions, investigations, etc.). In an era of budget reductions it is imperative that solutions such as video conferencing be pursued.

The cost of the equipment, software licensing and maintenance agreements totals nearly \$8,000 per office. With 15 offices remaining to be outfitted the cost of this proposal equals \$120,000.

3. RELOCATE/CENTRALIZE SHERIFF'S COMMUNICATIONS & AVIATION CENTER

Funding Request: \$750,000

Background: The Sheriff's Aviation Division is located in Rialto, right in the middle of the Santa Ana "tunnel", where wind conditions can often be very treacherous (up to 70 MPH winds) and prevent take-off and landing of any aircraft. This seriously impedes our emergency operations in the event of Search and Rescue missions, general patrol functions, and fire evacuations for the mountain areas. To add to this, Rialto is also a "pocket" where fog lays-in for long periods of time, which does prevent safe take-off and landing of aircraft.

Additionally, the aviation unit is at maximum capacity in Rialto and limits our ability to expand our aviation division. The Department is currently renting a hangar at the old Norton Air Force Base that splits the aviation division in two. All of the factors notwithstanding, the Rialto airfield is being considered by land the city and residential/commercial developers for future growth. Due to its ideal location next to the new 210 Freeway, it is anticipated that the airfield will be vacated and developed within the next three years.

Relocating the Rialto aviation unit to the Norton site would unify the Division. From a tactical standpoint, relocating to Norton would give us better access to the desert areas of the County; it would increase our abilities to provide emergency services, as there would be no problems with wind and fog for safely taking off and landing aircraft.

Combining the communications center with the aviation unit would significantly improve response times and improve coordination with Sheriff and police ground units in the region. Many of the incidents requiring the combined efforts of ground and air resources (mostly chases) are multi-jurisdictional in nature and the combined communications center would facilitate favorable and expedient outcomes.

Project Description: The request reflects the initial amount of funds needed to start the planning process of relocating/consolidating the aviation and communications divisions at the old Norton Air

Force Base. An exhaustive feasibility study is needed to determine space needs, coordination of other law enforcement agencies' (city police departments) needs, availability and adequacy of land/facilities, acquisition costs, and compatibility with the long-range plans of the Inland Valley Development Authority (IVDA) and the master developers of the base (Hillwood).

4. EXPANSION OF CRIME LAB

Funding Request: \$4,355,000

Background:

The San Bernardino County Sheriff's Crime Lab is old and very cramped.

In October 2004 the County Board of Supervisors approved the addition of a new Air Conditioning and Heating Circulation system. This system is long overdue and will cost approximately \$500,000 to install. Installation will begin in the next few months.

Our current Crime Lab facility has about 25,000 square feet of operating space, which includes two exterior mobile trailers. Current construction costs for new crime labs is about \$300.00 per square foot. A new crime lab would currently cost our department over \$22 million. If we included our CAL-ID Division, which was relocated over a year ago to a separate location, we would want to add another 10,000 square feet, which would make our total wants for a new crime lab at 84,000 square feet, at a cost of \$25,200,000.

Realizing our County does not currently have \$25 million to spend on the construction of a new crime lab, we are requesting monies for the expansion to keep up with our growing demands. Our current operations are severely cramped and we have been in dire need of expanding our facilities. Adding this additional square footage (15,300) would assist our crime lab operations for the next few years.

With the recent passing of Proposition 69 (mandatory collection of DNA samples from convicted felons), California will be significantly expanding its statewide database for DNA and fingerprints. This will allow law enforcement agencies a much greater opportunity for identifying suspects in "cold cases". These are crimes that have no initial suspects.

In the upcoming years we will be requesting to significantly increase our Crime Scene Investigations (CSI) Unit and our DNA Units in order to take advantage of the upcoming expansion of our state's DNA/Fingerprint database. But, based on our current facility, we do not have any space available to add any new staff members.

5. REPLACEMENT OF AIRCRAFT

Funding Request: \$7,744,689

Background:

The San Bernardino County Sheriff's Department Aviation Division was created in 1971 and started with two Bell-47G turbocharged helicopters, both used for patrol and search and rescue missions. Shortly after the creation of the Aviation Division the Sheriff's Department acquired a military aircraft "Huey" from the military. It was used for search and rescue missions and also for

fire fighting. We were able to provide limited air medic services using the former military helicopters.

Today we are recognized as one of the leading law enforcement aviation units in the world. Our Aviation Division is featured in journals and trade publications several times a year. Frequently, county officials use the Sheriff's aircraft for scheduled and non-scheduled transportation.

Our current helicopter patrol fleet consists of

- MD-500, acquired July 1996
- MD-600, acquired January 1998
- EC-120, acquired in 2000 (primary patrol helicopter)

The EC-120 was originally intended to serve as "valley patrol" helicopters. The MD Helicopters, primarily the MD-600, were retained for high altitude and summer desert missions. Today we have only one MD-600 left in our fleet.

Problem:

Boeing sold their MD Helicopter Division to a new owner based in the Netherlands; a corporation with no prior history in the aviation industry. Support and parts are difficult or impossible to obtain from the company and this has restricted use of the MD Helicopters.

There has been a significant increase in the demand for high altitude search and rescue missions. At times we have had two, and on occasion, even three concurrent high altitude search and rescue missions demanding helicopter resources. The EC-120 does not have enough power for safely conducting missions at high altitude. The EC-120 is not capable of being used as a firefighting helicopter. During the hot summer months (peak fire season) the EC-120 is often unable to land off-site to pick-up fire command personnel for airborne assessments. The EC-120 is also incapable of rescuing victims who are caught mid-stream in flash flood environments. Yucca Valley and Morongo Basin "monsoons" routinely result in victims being caught in flash floods and public safety personnel are required to engage in extremely dangerous ground based "swift-water" rescue efforts.

Solution: Replacement Aircraft Evaluation

- Eurocopter AS-350 B3
 - Capable of safely hovering out of ground effect (HOGE) at the top of San Geronio Peak
 - Capable of firefighting with a 170 gallon water bucket
 - Capable of hoisting an injured person from Devil's Backbone area of Mt. Baldy

The AS-350 B3 is a proven light multipurpose helicopter with low direct operating cost. Its performance is good in transport missions and is efficient for passengers. This airship is very versatile and can accomplish all missions in patrol, surveillance, firefighting, passenger transport, and rescue.

Cost: The A350 B-3 costs \$2,581,563.

Note: On November 23, 2004, the San Bernardino County Board of Supervisors approved of the Sheriff's plan to obtain six (6) A350 B-3's. The board approved the purchase of three (3) A350 B-

3's for FY 04/05, however there is no funding guarantee for the additional A350 B-3's for FY 05/06.

6. EXPANSION OF REGIONAL TRAINING CENTER

Funding Request: \$12,000,000

Background:

The Frank Bland Regional Training Center is located on 650 acres in Devore. The training center facilitates hundreds of training sessions for approximately 25,000 students, from over 100 public safety agencies. The training center has 60 full time staff and provide the following types of training: comprehensive basic academy, emergency vehicle operations center (EVOC), outdoor firearms facility, live-fire shooting house, chemical agents training site, equestrian, search and rescue, reserve officer courses, civilian programs, high-school student internship academy.

The current buildings are old, and do not meet speculations for earthquake and flooding; and are overcrowded. Every year during the heavy rainfalls, Institution Road floods and becomes impassable. This is the only access road to the training center. Institution Road needs improvement to prevent flooding during storming weather conditions, to accommodate safe travel for the instructors and students.

Project Description:

Beyond safety issues and on-going maintenance and upgrades there is also a need to expand the size of the training center. The long-range plan is to expand the types of training available to law enforcement agency personnel to include training for anti-terrorism, homeland security, explosives training, plus future expansion plans for a new Public Safety Learning Center. The Sheriff's Department has already prepared architectural drawings for the new learning center and is prepared to proceed once funding becomes available. Six millions dollars has already been committed by citizen donations, however another estimated \$12 million dollars is needed to complete the project.

Note: San Bernardino County Sheriff's Department has been earmarked for \$500,000 of federal Homeland Security funding toward the expansion of the Sheriff's Regional Training Center

Economic Development

1. RETURNING VETERAN'S EMPLOYMENT PROGRAM

Funding Request: \$308,592

Background: On October 21, 200r, Lt. Col. Oliver North served as the keynote speaker at the High Desert Business Opportunity Annual Luncheon held in Victorville, California. Lt. Col. North delivered an impassioned call to action to local businesses and area leaders in attendance. Stressing the talents our troops possess, the work ethic and discipline that is inculcated throughout their tour of duty and the dedication they have shown in the defense of our Country, he challenged the audience to provide employment opportunities to the men and women would leave the armed forces in the next twelve months for re-entry into civilian life.

It is the intent of the San Bernardino County Workforce Investment Board, through its One-Stop operator, the Jobs and Employment Services Department, to ameliorate the challenges faced by veterans by providing them with every advantage as they approach the private sector for employment. Using a well established network of service providers, relationships with local businesses, and leveraging networks in existence at local military bases in Barstow and Twenty-nine Palms, the Jobs and Employment Services Department proposes to serve fifty recently discharged veterans by providing transferable skills assessment, vocational skills training and certification in demand occupations, as well as job placement assistance.

Assessor

1. UNIFIED PROPERTY SYSTEM

Amount Requested: \$14,000,000

Background:

In April 2004, the County of San Bernardino's Fiscal Group initiated a Unified Property Tax Analysis System Project (UPTS) to evaluate the needs of the County as it related to Property Tax Management. This was a cross-functional project that involved County personnel from the Assessor's office (ASR), Auditor / Controller - Recorder's office (ACR); and Treasurer-Tax Collector's (TTC) office. The three phases of this project included: (1) Evaluating the current state ("As-Is"); (2) Defining a future state ("To-Be"); and (3) Developing specifications for a Unified Property Tax System.

The Fiscal group has the responsibility of assessing property and collecting property tax revenues. This includes establishing values and maintaining records for up to 724,000 parcels (secured) and 42,000 unsecured items. In addition 106,000 transactions take place each year that would generate supplemental billings. Over \$1.37 Billion in tax revenues is collected and allocated annually. Every city, school district, and other local government entities throughout the County depend upon the timely and accurate distribution of these monies each year. This function is mission critical to State and Local government operations and is supported by numerous computer systems, which assist in the assessment, billing, collection, and distribution of tax revenue. The County has fulfilled this responsibility very well. But the systems that help make this possible are deteriorating and must be replaced.

Several of these systems were developed well over 20 years ago. Where possible, they have undergone substantial modification over the years to accommodate changes in business processes and changes required by legislation. However, these modifications cannot overcome the limitations inherent in both system design and architecture. For this reason, the Assessor portion was rewritten and implemented in 1999 and currently is considered one of best systems in the State. The remaining portions of the system that address billing, collection, and apportionment continue to deteriorate. This is not unique to the County systems but is a well-documented process that happens to all systems as they get older. In fact, research has shown that average life expectancy of software is 5-12 years. By the time these systems could be replaced they will have easily doubled this

expectancy. They are no longer adequate to address the needs of the departments responsible for these critical functions and place the County at risk.

Project Description: This request is for the development of a new integrated Property Tax Administration System to bring the old systems up to date and allow more efficient operations as well as more effective public service.

2. ASSESSOR REIMBURSEMENT

Amount Requested: \$12,000,000

Background: Under California law, the Assessor has the following basic responsibilities: 1) Locate and describe all taxable property in the county and identify ownership; 2) Establish a taxable value for all property subject to property taxation; 3) List all the taxable value of all property on the assessment roll and 4) Apply all legal exemptions.

In 1978 California approved proposition 13 which established that the assessed value of a property could not be increased by more than 2% per year unless there is a change of ownership or new construction. This legislation provides tax relief for the owners in the event of rapid growth. A benefit to the federal government is that it reduces the amount that can be deducted on the annual tax return filed by the property owner. This results in an increased amount to be taxed and correspondingly an increase in the tax liability. Therefore, the IRS is able to collect a greater amount on behalf of the federal government.

Project Description: This request is for the reimbursement of Assessor operational costs due to increased savings by the federal government. This funding will help to compensate for the lost revenue to the County as the result of Proposition 13.

3. PARCEL BASE MAP DEVELOPMENT

Amount Requested: \$6,000,000

Background: The availability of a complete and current parcel basemap for the County of San Bernardino is recognized as an essential part of the county's capability to manage and use land records information. In February of 2003, the Board of Supervisors approved a contract with ESRI to provide conversion services that would automate approximately 480,000 parcels. This includes the annotation to provide the ability to identify the property for assessment purposes.

Completion of the basemap will provide a foundation for other spatially related services. For example, identification of other property services (i.e., water lines, easements, etc.) can be added as an additional layer to provide valuable information to the public relative to the layout and characteristics of the property. Other functionality could include assistance with dealing with homeland security issues and disasters (e.g., fires and floods).

Project Description: This request is for the funding of the completion of the basemap project.

Land Use Services

1. WEST MOJAVE PLAN

Project Description: Seek federal funds to implement and maintain the West Mojave Plan and to reimburse associated local costs.

Background: The West Mojave Plan (Plan) is a habitat conservation plan and federal land use plan amendment that presents a comprehensive strategy at a regional scale to conserve and protect the desert tortoise and other species listed under the federal Endangered Species Act (ESA). The Plan encompasses over 9 million acres, consisting of approximately 1/3 BLM land, 1/3 private land and 1/3 military land. The Plan provides a streamlined program for local government and private landowners to comply with the ESA and facilitates the biological mitigation required for the Ft. Irwin Expansion. The Plan is being prepared through the collaborative effort of 11 cities, 4 counties, and several state and federal agencies. To date, the Bureau of Land Management has funded most of the planning effort. However, local government will incur substantial costs in implementing the conservation program from an administrative standpoint. The County is seeking federal funding to augment local funds to implement the programs identified in the Plan.

Arrowhead Regional Medical Center

1. LINEAR ACCELERATOR

Federal Funding Request: \$1 million

Project Summary: This request is for federal funds in the amount of \$1 million to assist the Arrowhead Regional Medical Center (operated by the County of San Bernardino) in funding a Linear Accelerator (facilities and equipment).

Arrowhead Regional Medical Center (ARMC) in Colton provides medical care to low- and moderate-income citizens of San Bernardino County. More than 200 patients a year suffer from cancer and require radiation treatment and/or radiosurgery. Federal funding is requested on a cost-share basis for a linear accelerator, which would allow ARMC oncologists and radiologists to provide this critical medical care. Due to the absence of this much needed equipment, cancer patients are presently referred to private facilities in San Bernardino and Apple Valley.

ARMC is designed to accommodate a linear accelerator. A room was lined with metal to contain the radiation. The cost of purchasing a Varian 21EX Multi-Leaf Linear Accelerator, supplies and preparing the room is estimated at \$2.7 million.

Uninsured and underinsured citizens are less likely to seek care for a medical problem. Some people suffering from cancer wait so long that treatment can no longer cure their illness. Some who receive an early cancer diagnosis do not pursue treatment because they are concerned about being unable to afford it. ARMC officials believe some do not complete their treatment at the private centers because they lack reliable transportation. ARMC oncologists and radiologists believe they can improve the rate of successful treatment among their cancer patients.

Funding/History/Balances: The County of San Bernardino will secure or provide the remaining \$1.7 million needed to purchase and start up the linear accelerator. The County will also cover the ongoing staffing, operation and maintenance costs of about \$400,000 a year with revenue collected from patients insured by Medi-Cal, Medicare and private providers.

Total Project Cost: Approximately \$3 million

Environmental Problems/Litigation Issues (if any): State will review and approve equipment installation and plan of care before radiation treatment and radiosurgery can be provided to the public.

Agriculture & Weights

1. COUNTY PEST EXCLUSION REQUEST

Request for a continuing appropriation for the County Pest Exclusion program in California:

County Pest Exclusion Program Request: \$13 Million

Today there is a greater need than ever before to protect our nation's food supply and the environment, from the accidental or intentional introduction of exotic and invasive pests. The California County Agricultural Commissioners (CACs) provide 1200 trained biologists, who work in coordination with the USDA and the California Department of Food and Agriculture (CDFA). These biologists are on the front line providing protection by making the inspections and performing other pest detection activities.

In addition to making the inspections, CACs are called on to assist in federal quarantine actions, including, swift recalls (Spanish Clementine Oranges), trace forwards (Sudden Oak Death), and issue hold notices and monitor quarantine situations.

California, with its diversity of environment, agriculture and population, plays a critical role in the efforts to prevent biological contamination throughout the United States. California has the largest single land border at San Ysidro and the 6th busiest port in the world in Los Angeles. We are home to over 10% of the nation's population, and an annual agricultural production value of over \$30 billion.

California's pest prevention program against biological pollution has not kept pace with the increased risks caused by the tremendous increase in interstate and international movement of people and commerce. Since 1993, the value of U.S. imports has doubled to approximately \$42 billion, and exports have increased by 68%. Between 1980 and 2000, international passenger arrivals increased by 127%. Air cargo is doubling every 5 to 6 years and the proportion of perishable items with pest introducing capability is also increasing. As the demand for exotic ethnic fruits and vegetables skyrockets, and means of transporting these items into California and the USA become ever more sophisticated, the threat of exotic pest introductions, both accidental and intentional is at an all time high.

2. COUNTY PEST DETECTION REQUEST

Request for a \$7.4 million continuing appropriation for the County Pest Detection program in California:

California's pest detection program against biological pollution has not kept pace with the increased risks caused by the tremendous increase in interstate and international movement of people and commerce. Since 1993, the value of U.S. imports has doubled to approximately \$42 billion, and exports have increased by 68%. Between 1980 and 2000, international passenger arrivals increased by 127%. Air cargo is doubling every 5 to 6 years and the proportion of perishable items with pest introducing capability is also increasing. As the demand for exotic ethnic fruits and vegetables skyrockets, and means of transporting these items into California and the USA become ever more sophisticated, the threat of exotic pest introductions, both accidental and intentional is at an all time high.

3. CALIFORNIA'S COOPERATIVE WILDLIFE SERVICES REQUEST

Request for an increase in the continuing appropriation for the USDA-APHIS Wildlife Services Budget of California's Cooperative Wildlife Services Program.

Cooperative Wildlife Services Existing Appropriation for California	\$1.5 million
Cooperative Wildlife Services Additional Request	<u>\$1.5 million</u>
Total Continuing Appropriation Requested	\$3.0 million

The California Cooperative Wildlife Management Services programs provide a variety of invaluable services to both the general population and the agricultural community. Cooperating counties receive the services of trained professional Wildlife Specialists through the USDA-APHIS Wildlife Service budget. These professionals educate the public on non-lethal methods of addressing conflicts with wildlife and protect the public from predatory animal attacks and exposure to rabies. They also protect the traveling public, preventing collisions between wildlife and aircraft around airports and they provide protection to numerous threatened and endangered species. They also safeguard California's agricultural producers, protecting livestock, fruit, vineyard, nut, and row crops, apiaries, as well as mitigating damage to levees and flood control areas.

The level of federal funding has remained constant at approximately \$1.5 million annually for the past decade while program costs have continued to rise. State funding has been eliminated and cooperating counties have had to fund these increasing costs. While it has been difficult, most of the cooperating counties have been able to absorb the increased costs to date. Given California's and the counties precarious financial positions and the projected increases that the federal program managers have announced must be passed on to local cooperators, unless additional federal dollars are allocated for California, it appears that some counties may either have to reduce or eliminate their local programs in the coming year.

We are requesting a review of the appropriation criteria, and an increase in continuous appropriation to USDA-APHIS, Wildlife Services budget from \$1.5 million to \$3.0 million, to support the California Wildlife Management Services Program at a level that is more reflective of the state's size, topography, diversity of habitat and wildlife species, and agricultural production as compared

to other states in the Western Region. Although California has the largest agricultural economy and population in the nation and is the third largest state in terms of geography, the state continually receives less funding than most of the other states in the Western Region. In FY 03 it ranked 16th out of the 19 states comprising this region.

In spite of the population growth in California, expected to rise from its current 35,000,000 to 49,000,000 in 2025 according to U.S. Census Bureau, it is still the leading agricultural state in the nation. An increase in the continuous appropriation for California's program is vital in order to protect its exploding population and its agricultural and natural resources.

Special Districts

1. BLOOMINGTON PARK DISTRICT COMMUNITY PARKS

Federal Funding Request: \$650,000

Numerical priority of this request relative to other requests: 2 of 2

Project Description: Bloomington Parks Improvements (Ayala Park and Kessler Park)

Ayala

Community Center Roof	\$65,000
HVAC (2)	\$60,000
Parking lot Repaving	\$100,000
Community Center Interior Rehab	\$200,000
	\$425,000

Kessler

Irrigation Rehab	\$65,000
Little League Snackbar Rehab	\$75,000
Parking lot Repaving	\$50,000
	\$190,000

Bloomington Park District maintains two community parks, an equestrian arena, sports fields and a community center. The District is located within the unincorporated community of Bloomington bounded by the cities of Rialto, Colton and Fontana. The District is financed by property taxes. With a population of roughly 20,000, more than 600 children participate in Little League and 200 members of the various equestrian clubs use the arena regularly for showing and competition events. The community center is used daily to provide a classroom setting in cooperation with San Bernardino Unified Schools for pre-school and continuing education students. Federal funding is requested on a cost-share basis for park improvements that would greatly enhance the quality of the services currently provided. Due to annexation by neighboring cities and reorganization of the boundaries, Bloomington has lost a considerable amount of its tax-base which has greatly reduced the amount of funds available for capital improvements.

Has this project received any previous discretionary funding in an appropriations bill? No

Amended and Updated 02-28-2005

Has this project received any funding from other federal sources? Yes, \$150,000 has been received from Community Development Block Grant funds.

Funding Project/History: Total estimated cost for the above capital projects is \$650,000 including local matching fund requirements. The County of San Bernardino has secured additional funding of \$475,000 from State Park Bond Act grants available for other park and recreational needs identified by the community. The County will meet the ongoing operation and maintenance costs with property taxes paid by Bloomington property owners to the Bloomington Park and Recreation District. The district collects approximately \$164,000 a year.

PLATFORM ISSUES

Aging and Adult Services

1. ELDER JUSTICE RESOURCES

Background: Although the number of older Americans is fast growing, the problem of elder abuse, neglect, and exploitation has long been invisible and presents among the gravest issues facing millions of American families. A program is needed at the national level to provide federal resources to support State and community efforts on the front lines dedicated to fighting elder abuse with scarce resources and fragmented systems. From a social perspective, elder justice means assuring adequate public-private infrastructure and resources to prevent, detect, treat, understand, intervene in, and where appropriate, prosecute elder abuse, neglect, and exploitation. From an individual perspective, elder justice is the right of every older person to be free of abuse, neglect, and exploitation.

In 2003, Congress brought this issue to the forefront with the introduction of legislation to establish an Office within the Department of Health and Human Services to serve as a clearinghouse for the collection and sharing of information regarding Adult Protective Services practices, elder abuse statistics, forensics, victim assistance, abuse prevention, and successful prosecution practices. In addition, the newly established Office would make grants available to fund state and local elder justice programs. Although the 2003 legislation did not move in Congress, it is expected that the legislation will be introduced in the next session.

Passage of this legislation will give states and local entities the resources to address the growing issues of elder abuse, neglect, and exploitation.

Legislative Platform:

- Support legislation establishing and providing full funding for a federal elder justice program to assist states and counties address elder abuse.

2. OLDER AMERICANS ACT REAUTHORIZATION

Background: Congress passed The Older Americans Act in 1965 to help each state develop a comprehensive and coordinated network to provide services, opportunities, and protections for older Americans. The purpose of the act is to help seniors maintain health and independence in their homes and to be able to continue to function as a part of their community. Under the provisions of the Act, states provide services to the elderly in such areas as transportation, in-home care, nutrition, information assistance, ombudsman services, elder abuse prevention, and other supportive services.

The overall purpose of the Act is to establish an "aging network," provide for the funding of local service programs, establish training and research projects, and stimulate the development of innovative and/or improved services for the elderly. Congress has continued to appropriate funds and update the law with periodic amendments.

Every five years, the Older Americans Act must be reauthorized, to allow Congress to re-evaluate the policies, functions, and funding of programs under the Act. In 2005, Congress will reauthorize the Older Americans Act.

As part of the reauthorization process, the National Association for Area Agencies on Aging (N4A) is proposing that a new Title VIII be added to the Act. The proposed new Title VIII would be a ten-year sunsetted provision which would target planning efforts in every Planning and Service Area in the nation to assist communities develop the programs, policies and services needed to address the aging of the baby boomers and the increased longevity of the current population of older adults. The scope of community planning would include coordination of health, human services, housing, land use, transportation, public safety, environmental services, parks/recreation, along with lifelong learning, job retraining, and volunteerism/civic engagement—all key elements to ensuring the quality of life and well-being of older adults.

There is also a need for a provision in the Act to require states to ensure that funding for programs under the Act be continuously appropriated. Should the signing of a state budget be delayed, for example, the California Department of Aging cannot allocate the federal funds to the local Area Agencies on Aging so that services are continued. Legislation is needed to require states to ensure that funding for these vital programs is not disrupted.

Legislative Platform:

- Support legislation reauthorizing the Older Americans Act, including increased funding for programs under the Act.
- Support efforts for the addition of a Title VIII to the Act.
- Support legislation to ensure continued Federal funding of Older American's Act programs in the absence of a signed state budget.

3. TARGETED CASE MANAGEMENT AND THE PUBLIC GUARDIAN

Background: Provisions under the federal Social Security Act permit states to use Medicaid funding (Medi-Cal in California) for case management services to assist an individual eligible under the State plan in gaining access to needed medical, social, educational, and other services. Case management services are referred to as targeted case management (TCM) services when the services are not furnished in accordance with Medicaid statewideness or comparability

requirements. This flexibility enables States to target case management services to specific classes of individuals and/or to individuals who reside in specified areas.

Because statutes of the Act permit states flexibility to target Medicaid case management services based on any characteristic or combination of characteristics, States may use eligibility for, or participation in, a state social welfare program or other programs as the basis for defining the target population among Medicaid eligible individuals.

States desiring to provide these case management services may do so by amending their Medicaid State plans. Given the targeted nature of the program, States must submit a separate plan amendment for each target group. In September 2003, California submitted a State Plan Amendment (SPA) to the Center for Medicaid and Medicare Services (CMS) to allow county public guardians to provide TCM services for conservatees under their care.

The San Bernardino County Public Guardian uses TCM funding to recoup expenses in providing Targeted Case Management services to the population serviced by the Public Guardian. However, the federal government has recently disallowed the Public Guardian State Plan Amendment because they believe that Public Guardians in California may be claiming reimbursement for activities that should be paid for at the local level. Currently, California is preparing a formal appeal with CMS to allow the State to continue TCM services by the Public Guardian.

Loss of TCM funding for case management services under County of San Bernardino's Public Guardian would mean a loss of at least \$150,000 to \$200,000 a year.

Legislative Platform:

- Support advocacy efforts to appeal the disallowance of Targeted Case Management Services by the Public Guardian.

Behavioral Health

1. SUBSTANCE ABUSE PARITY

Background: It is estimated that over 120,000 Americans die each year as a result of drug and alcohol abuse. The estimated cost to taxpayers is nearly \$276 billion per year and includes increased health care, law enforcement, automobile accident, drug related criminal activity and lost productivity per year. Despite these statistics, many health plans do not offer substance abuse treatment to their subscribers, and many other plans severely limit the services provided.

As a result, many individuals who are covered by health care service plans or disability insurance for other medical conditions, wind up competing with the indigent and other categorical clients for the very limited publicly- funded treatment slots contracted for by the County.

Additionally, a 2001 study by the independent Legislative Analysts Office (LAO) shows that while substance abuse treatment is relatively expensive on an individual basis, the cost is comparatively small when compared to overall health expenditures and when spread out over all enrolled members because few members receive substance abuse treatment. In addition, in the longer term, the LAO states there appear to be offsetting savings from avoided future medical care. This avoided expense

would tend to hold down total health expenditures and offset the cost of treatment for alcohol and drug abuse.

Although some states (including California) have mandated that health insurers provide substance abuse treatment, state laws (again including California) still permit insurers to time-limit outpatient and inpatient services, unlike treatment offered for physical diseases or injuries. Federal legislation requiring health insurers to offer substance abuse treatment on the same basis as that for physical disorders is needed.

Legislative Platform: ?

- Support federal legislation that would require health care service plans and private disability insurers to provide substance abuse treatment to their subscribers on the same basis as that provided for physical disorders.

2. MEDICARE MENTAL HEALTH AND SUBSTANCE ABUSE TREATMENT PARITY

Background: Medicare covers only half of the cost of mental health care but 80 percent of the cost of general doctors' visits. Medicare's inpatient psychiatric hospital benefit has a lifetime limit of 190 days, but there is no lifetime limit for general inpatient hospital care. A recent survey found that 38 percent of older and disabled persons with Medicare had difficulty paying for mental health services.

Providing less coverage for mental health services than for general health services is problematic; it financially discriminates against those seeking mental health treatment, perpetuates the stigma of mental health care as different from general health care, and, to the extent these persons make use of county mental health services, creates a drain on county resources.

In addition, Medicare, with the exception of smoking cessation, does not cover alcohol and drug abuse treatment. It does, however, pay large amounts of money to treat substance abuse-related illnesses among the elderly. It is estimated that nearly one out of every four dollars Medicare spends on inpatient hospital care, and one out of every five Medicare hospital admissions, are attributable to substance abuse. Treating substance abuse-related illnesses will cost the Medicare program one trillion dollars over the next 20 years. Even a ten percent reduction in the amount of substance abuse would save the Medicare Trust Fund \$100 billion over the next 20 years. Additionally, to the extent that Medicare beneficiaries make use of county substance abuse treatment services, scarce county funds for these services could be preserved for other treatment purposes.

Legislative Platform:

- Support legislation to treat Medicare reimbursement for mental health care services the same as Medicare reimbursement for general health services.
- Support legislation that would include substance abuse treatment in the list of Medicare services.

3. 340B DRUG PRICING PROGRAM

Background: The federal 340b Drug Pricing Program was established 1992, and is now contained in Section 256b of Title 42 of the United State Code. This program is administered by the Office of Pharmacy Affairs of the Bureau of Primary Health Care that is part of the Health Resources and Services Administration, an agency within the federal Department of Health and Human Services.

Section 340b of this law limits the cost of drugs to federal purchasers and to certain guarantees of federal agencies. These discounts can range from 15% to 60%. Discounted outpatient drugs are available directly from the federal government to certain local federally funded grantees and other organizations known as "covered entities" in this program. Generally speaking, these "covered entities" are federally qualified health centers, certain public and nonprofit hospitals, and various federal health programs administered by local public and private healthcare entities that are funded, at least in part, through federal grants. The federal government has guidelines as to patient and entity eligibility and also what requirements must be met by those entities participating in the program. As qualified entities, ARMC and certain DPH programs are able to participate in the 340b program

When the original legislation creating the 340(b) program was written, local mental health agencies, both public and private, were specifically excluded from the list of "covered entities" at the insistence of the major drug companies. Vastly more effective (and expensive) psychotropic medications were just making their appearance, and the drug companies claimed that the discounts would impede their ability to make a profit sufficient to cover the development costs of the new class of drugs.

The Behavioral Health Department distributes these medications through both their clinics and through their jail medications program. If DBH was able to make use of the 340b program, the department and the county could substantially reduce the expenditures for these medications.

This item is also supported by the Sheriff's Department.

Legislative Platform:

- Support legislation that would place county mental health programs on the list of covered entities in the federal 340b Drug Pricing Program.

Child Support

1. CHILD SUPPORT PENALTY RELIEF

Background: The Family Support Act of 1988 and the Personal Responsibility and Work Opportunity Reconciliation Act of 1996 both required that all states implement a statewide, automated computer system for their child support enforcement programs by 1997. California continues to face major fiscal penalties for the State's lack of compliance with the federal child support automation requirements. These penalties, which do nothing to further the State's movement towards compliance, have hit California during particularly difficult budget years.

County government has strongly advocated that the penalties be waived, or at least adjusted so that the penalties could be reinvested into the automation upgrade. In 2002, H.R. 4857 was introduced by the late Representative Robert Matsui of Sacramento County to mitigate the impact of the penalty and allow for such reinvestment. Several California Congressional members signed on to Amended and Updated 02-28-2005

H.R. 4857. However, the bill did not make it out of committee. That bill would have allowed the state penalty to be applied based on the 1st year in which the state failed to meet the automation implementation deadline, rather than having the penalty apply cumulatively over subsequent years. As a condition of the penalty reduction, the state would have been required to submit, and have approved a corrective compliance plan with respect to the failure and make a good faith effort to comply with the plan. The State would have also been required to reinvest the penalty in the development and implementation of the system under the provisions of the bill.

Federal penalties are based upon prior year program costs and started at 4% in 1998. They have increased annually and are now 30% of prior year program costs, where they will remain until automation completion.

Governor Schwarzenegger reached an agreement with the Department of Health and Human Services (HHS) to adjust the state's child support automation penalties. Under the accord, the state will pay the full year penalty at the end of federal fiscal year 2005, reducing the need to pay an almost \$220 million penalty in state Fiscal Year 2004-2005. In principle, this change in schedule will give California additional time and resources to improve its automated child support system, allowing the state to apply for federal certification to verify that the improved system meets federal requirements. If certification is requested by September 2005, up to 90 percent of the penalties can be waived, translating into a savings of \$220 million for California if the federal government approves the certification. Prior to the agreement, the state Department of Child Support Services announced that September 2006 would be the target date for achieving federal certification. Therefore, it is unclear whether the state will have made sufficient progress by September 2005 to earn federal certification and waiver of up to 90% of the penalties. It should also be noted that the State has assessed a portion of the penalty to the counties and counties narrowly missed assessment of the penalty under the current administration. Since counties have no say or responsibility in the establishment of the automated system, assessment of any portion of the penalties to counties is inherently unfair.

Legislative Platform:

- Support efforts related to a Californian application for a waiver to allow for two separate child support automation systems (such as exists in the State of Pennsylvania).
- Support efforts to alleviate the child support automated system penalty.

Children's Services

1. TITLE IV-E FUNDING FLEXIBILITY

Background: The bulk of federal funding for child welfare services, Title IV-E, is disproportionately directed toward removing children from their own homes and placing them in foster care homes. Title IV-B funding for prevention of foster care placement and early intervention services to intact families is severely limited and consistently underfunded. As a result, child welfare services is constricted by funding streams that are available as last resort, frequently resulting in costly out-of-home placements. States should be given the flexibility to transfer funds from the more restrictive IV-E to the discretionary IV-B prevention programs as dictated by local needs and desired outcomes.

Legislative Platform:

- Support legislation to give states the option to redirect federal IV-E maintenance payments into their IV-B programs to promote the reduction of foster care placements and ensure states have the flexibility to target resources to vulnerable populations.

2. FOSTER CARE FUNDING ELIGIBILITY

Background: When the TANF welfare reform law was passed, Congress elected to freeze the eligibility rules for the payment of Title IV-E foster care maintenance payments to prior AFDC rules as of July 16, 1996. Ever since, states are required to “look-back” to these rules when determining foster care eligibility, instead of using the family’s CalWORKs eligibility status. This “look-back” rule has unnecessarily complicated the foster care eligibility process. Since income and assets are frozen to the 1996 standards, which are not adjusted for inflation, the rate of federal reimbursement decreases over time, resulting in loss of federal funds.

The current eligibility rules for federal Title IV-E funds ignore the fact that child abuse and neglect occur in families at every income level. Under welfare reform, children in out-of-home care must be determined eligible for federal Title IV-E funds, with eligibility based on their eligibility for the former Aid to Families with Dependent Children (AFDC) program. That is, if a child is removed from a family who would have been eligible under the 1996 AFDC regulations, then the child is eligible for Title IV-E funding. This system of determining eligibility for Title IV-E is administratively burdensome because it is based on a program that no longer exists and income limitations that have never been increased for inflation. Many more families now have a work history, earned income, and resources that make them ineligible for Title IV-E under the outdated 1996 standards, unfairly shifting the costs of child welfare services and out-of-home care to states and counties.

Legislative Platform:

- Support legislation to de-link Title IV-E eligibility from the 1996 AFDC income eligibility standards and enable states to claim Title IV-E expenditures for children removed from their homes for the purposes of ensuring their safety and well-being, regardless of the family’s income.

3. TITLE IV-E FUNDING FOR GUARDIANSHIP SERVICES

Background: Current federal IV-E funding does not provide assistance payments when a foster child is made a ward of a legal guardian as their permanency plan. Federal IV-E funding does provide funding for both adoption as a permanency plan and for long-term foster care. However, most states, including California, recognize legal guardianship as a viable form of permanency for foster children. At this point, there is no federal financial participation when states’ juvenile courts create guardianship as the alternative permanency plan instead of adoption

Both the Federal government and states and counties, would realize savings through federal financial participation in legal guardianships. The savings would accrue because the costs for the juvenile court case and the social worker case management would be eliminated through the establishment of legal guardianship.

Recent research (“Fostering the Future: Safety, Permanence and Well-Being for Children in Foster Care,” The PEW Commission on Children and Foster Care, 2004), commissioned by Congress recommends that Title IV-E funding be used to subsidize legal guardianship as a form of permanency for foster children.

Legislative Platform:

- Support legislation allowing Title IV-E funding for legal guardianship.

Preschool Services

1. HEAD START REAUTHORIZATION

Children born into families in poverty start at a marked disadvantage to their peers from middle-income and wealthy families. Studies suggest that underprivileged children do not have access to educational opportunities in the home (i.e., not able to afford books or other educational tools), proper nutrition, access to a continuum of health services, but do have wide array of at-risk factors for low-income families. Programs like Head Start were initiated to address these issues—improving the quality of the early learning experiences for not only young children, but for their parents as well. Head Start’s focus on families and fighting poverty in a comprehensive manner has led to the program’s success in getting children prepared for the academic environment by improving their literacy and mathematical skills.

Despite these successes, the program has operated with insufficient funding for many years. It is estimated that Head Start serves only six out of every 10 eligible children because of a lack of funding.

The Head Start program is due to be reauthorized by Congress this year. The San Bernardino County Preschool Services Department believes it is possible to maintain the current, successful program while improving some sections of the Act, such as the federal proposals to increase educational requirements for Head Start teachers and to require more accountability from state and local programs.

Legislative Platform:

- Support reauthorization efforts that maintain the current structure of the Head Start Program
- Support increased educational requirements for Head Start teachers, as long as federally funded increased salaries to recruit and retain teaching staff are part of the program.
- Support state and local accountability within the program, so positive outcomes may be reached through wise use of taxpayer dollars
- Support sufficient funding for Head Start.

Public Health

1. HEALTHCARE SIMPLIFICATION: ELIGIBILITY/ENROLLMENT

Background: Federal, State, and local governments now account for the largest portion of healthcare coverage in the United States. This public commitment is intended to establish a

healthcare safety net for our country's most vulnerable populations. However, due to the complexity and lack of standardization of eligibility and enrollment requirements, processes and structures frequently pose an insurmountable barrier for this population to access the programs intended to assist them. This results in increased healthcare costs, due to lack of preventive and early intervention care. This, in turn, generates social costs, due to premature death, extended illness and disability.

The federal government funds several health care coverage programs intended to ensure that timely, appropriate, and effective health care is available, including Medicare, Medicaid (Medi-Cal) and the Early and Periodic Screening, Diagnosis and Treatment Program.

Each of these programs has its own target population, administrative structure, eligibility and enrollment standards, and documentation requirements. There is little coordination of any of these elements between programs. Residency, income, and medical need criteria are usually defined differently, requiring eligibility or enrollment staff to screen for each factor separately for each program. Each program has its own sets of forms, often requiring the same information, thus requiring an applicant for more than one program to answer many of the same questions multiple times. In fact, the forms for one program may often require repeated answers to the same questions.

The need to screen out those who have the financial resources to provide their own health care must be balanced with the need to ensure that those for whom these programs were designed are able to access them.

Legislative Platform:

- Support legislation that would simplify eligibility and enrollment processes and administrative structures for federally funded health care services.

2. PUBLIC HEALTH FUNDING/REPORTING SIMPLIFICATION

Background: Federal funding streams supporting public health are fragmented and uncoordinated. This fragmentation makes it difficult to create coordinated public health responses to meet the many inter-related public health needs of San Bernardino County and requires an inordinate amount of administrative support to meet specialized reporting requirements.

Federal funding for public health programs consists exclusively of categorical funding streams earmarked for over thirty specific public health programs (i.e., Tuberculosis Control, Immunization Tracking, Perinatal Outreach, Women, Infants and Children Program, etc.). Complicating the administration of these programs is the fact that each program has its own specialized reporting and claiming requirements, annual applications, grant proposals or budget justifications.

This fragmentation makes it difficult to blend program activities to address multiple public health issues in a coordinated approach to "at risk" communities. The accounting and data collection required when multiple services are provided under different programs is daunting.

While data collection is valuable from a community health care planning perspective, each program's stringent and cumbersome reporting requirements have no practical use for planning services and assessing outcomes between programs (i.e., defines demographic groups differently, bundles age groups differently, provide little cross comparison of the populations, different gender classifications).

Passage of simplification and standardization legislation would permit greater coordination of program services, reduced administrative overhead and an improved understanding of the effectiveness of public health strategies across multiple programs.

Legislative Platform:

- Support legislation that would simplify federal public health funding streams and standardize program-reporting requirements.

3. INCREASED FUNDING FOR THE WIC PROGRAM

Background: WIC is the Special Supplemental Nutrition Program for Women, Infants and Children, a 100% federally funded program that provides nutritious food (via prescriptive vouchers), individual counseling, and health care referrals to high-risk, low-income (up to 185% of poverty) women and children up to the age of five. The purpose of the WIC program is to prevent poor birth outcomes, such as infant mortality and low birth weight, and to improve the nutrition and health of participants. Dozens of scientific studies have shown WIC to be a cost-effective and positive public health intervention.

Nationwide, WIC currently serves about 7.4 million low income, nutritionally at-risk participants. In California, 82 local agencies serve about 1.24 million participants at 650 local sites. Approximately 23% of the participants are pregnant and post-partum women, 23% are infants and 54% are children ages 1-5.

In November 2004, Congress approved an omnibus spending bill that included significant new funding for WIC. However, due to an unexpected rise in the cost of food this past year, even the increased funding approved by Congress is too low to serve all the eligible families. The current funding level of \$5.233 billion is still lower than the latest estimates for 2005 program costs.

Additionally, there continues to be an increased demand for WIC services in San Bernardino County, in large part because of our affordable housing compared to the rest of Southern California. This increase in demand, along with a flat administrative funding percentage, has made it difficult to maintain adequate resources to provide WIC services

The WIC program is one of the best examples of effective government programs. By supplying supplemental food high in nutritional value to low-income families, WIC has reduced low birth weights, child anemia, and infant mortality. The program is also credited with reducing Medicaid costs (Medi-Cal in California) and increasing a child's readiness to learn. (An analysis by the U.S. Department of Agriculture found that eligible pregnant women in five states who participated in WIC during their pregnancies had savings in Medicaid health care costs from \$1.77 to \$3.13 for each dollar spent on WIC). Medicaid savings translate into state savings, since California pays one half of the state Medi-Cal bill

Finally, by providing nutrition education, WIC enables families to learn about healthy eating and food shopping practices that will last a lifetime and can be passed on to children.

Legislative Platform:

- Support increased funding for the WIC program as well as an increase in WIC administrative funding.

Transitional Assistance

1. CHILD CARE FUNDING

Background: Millions of working families cannot afford adequate child care. If child care cannot be found, parents must decide whether to leave their children alone during working hours or leave their jobs to ensure that their children are cared for, putting working parents at risk of returning to aid. Because child care programs are severely underfunded and demand continues to increase, counties and states are using an increasingly larger portion of their TANF grant on child care.

The County Welfare Directors Association (CWDA) and the California State Association of Counties (CSAC) issued a list of recommendations on child care funding to the US Secretary of Health and Human Services.

Legislative Platform:

- Support legislation fully funding child care.
- Support increased funding for the Child Care and Development Fund (CCDF) to meet the needs of eligible families, while maintaining the funding and flexibility in the TANF block grant.
- Support legislation that allows states to obligate child care funds and spend them over time.
- Support removing child care support from the federal definition of assistance in cases where families are not working.

2. TANF REAUTHORIZATION

Background: On August 22, 1996, the enactment of the Personal Responsibility and Work Opportunity Reconciliation Act revolutionized welfare in the United States. Temporary Assistance to Needy Families (TANF), which is known as CalWORKs in California, has been very successful in moving families from welfare to work. Welfare reform has resulted in substantial reductions in both the number of families receiving cash assistance and the incidence of child poverty.

Major developments in welfare legislation will take place this year that will have significant implications for local governments in California. President Bush's proposed welfare reforms are starting points for Congressional debate on legislation to reauthorize the 1996 welfare authorization law, which expired in 2002. Congress has repeatedly extended TANF parameters as the result of political in-fighting, with the latest extension expiring March 31, 2005. It is expected that Congress will act on TANF Reauthorization in the 2005 Session. The House proposal calls for tougher work requirements, increasing the required number of work hours for welfare recipients from 30 to 40 and increasing the proportion of each state's welfare recipients who must be working or actively seeking work from 50% to 70%. The proposal would restore Food Stamp benefits to all legal immigrants, but would retain the current ban on immigrants receiving cash welfare benefits. The proposal would also dedicate \$300 million for programs that encourage marriages for welfare recipients, e.g. counseling and other assistance and education.

The stricter workload requirements could cause hardships to local governments, especially in California, where caseloads have not been reduced as much as in other states. The California Legislative Analyst's office estimates that implementation of the House proposal would cost

California \$2.8 billion over the next five years. At this time, the House proposal does not include additional funding to help with the added burdens. The House proposes maintaining the basic structure and the same overall funding level of \$16.6 billion per year for the Temporary Assistance to Needy Families (TANF) program.

The County Welfare Directors Association (CWDA) and the California State Association of Counties (CSAC) issued a list of recommendations on TANF Reauthorization for TANF reauthorization to the US Secretary of Health and Human Services.

Legislative Platform:

- Support legislation reauthorizing the TANF program, using the recommendations outlined in the current CWDA/CSAC TANF Reauthorization Comments, particularly:
 - Maintaining State and County flexibility.
 - Supporting changes to improve overall administration.
 - Enhancing the ability of families to move toward self-reliance.
 - Better aligning TANF with related programs, such as Food Stamps and Medi-Cal.
 - Allowing state work activities to count toward the federal work participation rate.
 - Supporting current work participation rate requirements and weekly work activity requirements in the absence of adequate federal funding for any increase.

3. PRESERVE MEDICAID FUNDING

Background: Medicaid, the nation's health care program for the poor, could face substantial reductions in 2005 as part of the effort to cut the growing federal budget deficit. Medicaid (known in California as Medi-Cal) has become the largest government health care program, costing federal and state governments about \$300 billion a year, more than Medicare. Commitments made by the President and Congress to add a prescription drug benefit to Medicare will make it much harder to make cuts in that program, leaving Medicaid as an inviting target.

A substantial portion of California's health care industry relies on Medi-Cal spending. Private and public hospitals, nursing homes, and community health centers all depend on the Medi-Cal funds flowing into them to keep their doors open. In 2002, Medi-Cal benefits infused California's hospital system with nearly \$6.5 billion. In addition, Medi-Cal is the primary payer for 66 percent of California's certified nursing facility residents. Any cut in federal Medicaid funding will have a profound effect on the economic viability of California's health care system.

In 2005, California will spend just over \$36.9 billion on Medicaid. Of this, the federal government will contribute more than \$18.7 billion. Because Medicaid spending has an economic multiplier effect, each \$1 million that California invests in Medicaid results in nearly \$2.3 million in new business activity and more than 18 newly created jobs.

In 2002, 15.6 percent of San Bernardino County's residents received Medi-Cal, resulting in annual Medi-Cal benefits of over \$700 million. Because of the economic multiplier effect mentioned above, any reductions in federal Medicaid payments will have a substantial impact on the county's health systems, both public and private, and the county's economy in general.

Certainly, Medicaid could be made more efficient. A number of reform proposals are currently being considered. Among these is a proposal to revamp the program's prescription drug benefits.

Recent reports indicate that the program pays far more than necessary for prescription drugs, while beneficiaries still pay only a three dollar co-payment for prescriptions, which is far lower than most employer health plans.

While common sense reforms to reduce the cost of the program are necessary, it is also essential to preserve Medicaid funding sufficient to meet the needs of both beneficiaries and state and local governments, which rely on Medicaid payments to pay for a variety of health-related programs. Without these Medicaid payments, counties would be forced to dip into local funds or to eliminate many successful local health programs.

Legislative Platform:

- Support Medicaid funding at a level sufficient to meet the needs of beneficiaries and local governments. Support reform efforts that seek to make the program more efficient and cost effective.

Veterans Affairs

1. VETERANS PROGRAMS AND BENEFITS

Background: The United States Department of Veterans Affairs (USDVA) administers various programs in areas such as health care, financial assistance, and burial benefits to assist veterans who have sacrificed so much to serve their country. Unfortunately, the pressure to cut federal spending in veterans' programs is intense. Over the past two decades, for example, funding of VA medical programs has decreased substantially as measured in constant dollars. As a result, facilities are deteriorating, and each month thousands of vets are left with no source for the medical treatment they need.

The U. S. Department of Veterans Affairs, and its programs, faces an annual funding dilemma. At the local level, County Veterans Service Offices strive to assist veterans as they navigate the often frustrating process of securing claims and benefits to which they are entitled, and are often faced with the difficulty arising from the increasing needs of aging veterans and the timely receipt of benefits and services.

Legislation and advocacy efforts are needed to ensure that County Veteran Service Offices can continue to assist veterans in need of compensation, medical, rehabilitative, educational, and employment services.

Legislative Platform:

- Support legislation and advocacy efforts on behalf of veterans, using the recommendations outlined in the California Association of County Veterans Service Officers' 2005 federal platform, such as:
 - Supporting legislative, regulatory or policy changes that would create a federal - state - local government partnership to reduce the USDVA veterans claims backlog and expand outreach services to veterans.
 - Supporting legislation that would eliminate the Financial Means Test for veterans to qualify for VA medical care.

- Supporting legislation that would provide increased access for CVSOs to USDVA automated information systems for use in developing and monitoring claims submitted on behalf of veterans.
- Opposing any adverse changes to disability compensation benefits for veterans.

Public Lands

1. PAYMENT IN LIEU OF TAXES – FULL FUNDING

Background: One of the major legislative challenges for the County, as for all western counties is the fight for full funding of PILT. For FY04, the Congress appropriated \$225 million. This record payment was still less than two-thirds of the \$336 million authorized, and substantially short of the amount that would be generated were the same lands privately held and on county tax rolls. The national average PILT payment amounted to a mere \$0.37 per acre, whereas if these lands were taxed they would return \$1.48 per acre - a \$1.11 shortfall.

The Payment in Lieu of Taxes (PILT) program has never been fully funded to the authorized level. With the acreage that exists within San Bernardino County, the payment levels still amount to less than \$0.21 per acre. Funding has increased to the point that it is now at 60% of the authorized level. There are several initiatives pending to appropriate or otherwise assure full funding.

Legislative Platform:

- Support all efforts by the National Association of Counties and members of Congress to secure appropriations for Payment in Lieu of Taxes at 100% of authorized level.
- Oppose any changes to the PILT formula that raises the population floor higher than 10,000 persons.

2. PAYMENT IN LIEU OF TAXES – ENDOWMENT FUNDING

Background: There are active efforts by public agencies to acquire large acreages of private lands within San Bernardino County. In the past five years, over 800,000 acres have been acquired by public agencies for wilderness and park purposes as well as implementation of recovery plans under the Endangered Species Act. Mitigation for projects that require “compensation” (the “donation” of private acreages at ratios up to 5 acres for every acre disturbed) exacerbates the problem. Recent appropriations by Congress accelerate acquisitions for various natural resources programs and accelerate the loss of tax base. In addition, the National Park Service is actively purchasing ranches and mines that further reduce tax base in ways that cannot be reflected in the PILT formula, which only factors in acres of Federal land.

The acreage additions to the public land acreage amount to no increase in Payment in Lieu of Taxes (PILT) to San Bernardino County. In the meantime, requests and demands for County services for road maintenance, search and rescue, fire suppression, and other emergency services continue in the desert regions and may in fact increase with activities associated with new and expanded units of the National Park Service.

This issue is not limited to San Bernardino County. It affects all counties in the West which, within their boundaries, have Federal public land holdings in excess of 1.3 million acres, since at that level any increase

in entitlement acreage results in no increase in payment regardless of the appropriation level. Further, it affects counties with populations of less than 50,000 since their PILT payments are capped because of population ceilings written into the law and implementing regulations.

Legislative Platform:

- Support legislation to amend the Payment in Lieu of Taxes program to provide for a one-time payment to local governments to assure an endowment sufficient to offset the loss of County tax revenue in perpetuity (H.R. 380 in the 108th Congress, new legislation pending introduction in the 109th). Actively seek the introduction of companion legislation in the Senate.

3. WILDERNESS DESIGNATION

Background: In 1994 Congress added over 8.8 million acres in Southern California to the National Wilderness Preservation and National Park Systems under the auspices of the California Desert Protection Act. The Act withdrew lands from mineral entry as well as prohibiting any vehicular access. The majority of the acreage added to the systems lies within San Bernardino County. There are indications that as part of the US Army's proposals to expand Ft. Irwin, the State's U.S. Senators wish to further expand wilderness withdrawals and designations by adding areas around Ft. Irwin that were not released in the 1994 legislation, totaling over 350,000 acres in the County.

These additions to the National Wilderness Preservation System within San Bernardino County are unnecessary since the public lands in the mountainous areas are already managed and protected within the California Desert Conservation Area administered by the Bureau of Land Management. Further wilderness withdrawals may foreclose on options relative to future needs of the military for training operations within the County and will further inhibit ongoing mineral operations in the desert regions of the County. All of the areas were found by BLM to lack suitability for Wilderness designation because of high mineral values and active mining. Specifically, oppose the alteration of the status of the Cady, Soda, and Avawatz Mountains except to provide for their release from the Wilderness Study Area (WSA) administrative designation.

In addition there are parallel proposals to expand wilderness in the San Bernardino National Forest. There is a continuing need for access for fuel management and reduction as evidenced by the recent fires, and the need for prompt access for fire suppression.

Legislative Platform:

- Oppose any further additions to the National Wilderness Preservation System on any of the Federal lands within the County.

4. RIGHTS-OF-WAY AND ACCESS TO AND THROUGH FEDERAL LANDS

Background: Virtually all of the public access to and through public lands within the desert and mountain regions of San Bernardino County was developed and is authorized under the provisions of RS 2477. RS 2477 was a part of the Mining Law of 1866 that provided for development of access to provide for development of the West.) There was no authorization *per se*; constructing the "highway" created the right-of-way.

During the past ten years, there has been an ongoing policy vacuum regarding such rights-of-way. This is particularly the case with respect to the more remote and smaller access routes leading to mines, wildlife waters and guzzlers that require periodic maintenance, livestock facilities, and informal recreation sites. Congress repealed RS 2477 in 1976 as part of the Federal Land Policy and Management Act (FLPMA). However, they left in place all rights-of-way that had been created and recognized (and, in effect, granted) under the provisions of the repealed legislation. The County has historically supported the retention of rights-of-way under RS 2477 for existing routes to assure non-closure by Federal land management agencies.

When Congress passed the California Desert Protection Act in 1994, they made provision for vehicular access to wildlife waters in designated wildernesses. The amendment was carried by Cong. Thomas and Hunter. The amendment was intended by the authors to apply to all wilderness established under the Act. However, the staff composing the legislation included the amendment language only under Title I (Section 103), applying it to BLM administered wildernesses, and omitted the language from Titles III, IV and V extending to the three units under National Park Service administration. The NPS has refused to negotiate or consider any access based upon that omission, since the provision "applies only to BLM lands."

The Secretary of the Interior adopted regulations (43CFR1860) in January 2003 to provide for recognizing assertions by local governments. San Bernardino County has applied for title (a recordable disclaimer (in effect, a quitclaim deed) for the Camp Rock Road as first step in forging a partnership to solve this issue. BLM has not moved to process the action pending direction from Washington, and Washington has been frozen by threats from Congress to prevent implementation of the regulations by placing prohibitions in Appropriations language. The County and CA BLM desire to move ahead with the process and gain experience.

Legislative Platform:

- Support the retention of rights-of-way under RS 2477 for existing routes, and continue to provide for assertions under its provisions to assure non-closure by Federal land management agencies.
- Support efforts by the Departments of the Interior and Agriculture to adopt and implement regulations clarifying its policies regarding valid existing rights under RS 2477 in which BLM, the Forest Service, and Park Service would recognize such routes when asserted by local governments for all such access routes.
- Support efforts to leave the recordable disclaimer regulations adopted by the Secretary of the Interior January 6, 2003, (43CFR1860) in effect and operational. Oppose any effort to prevent implementation of the regulations that might emerge as riders as part of the Appropriations process.
- Under policies adopted, such acceptance by the federal land management agencies shall be limited to the ministerial function of recording such rights-of-way when asserted and determined to be valid under the RS 2477 provisions (established prior to October 26, 1976), and recording such on the official records of the United States. (In making this platform declaration, the County recognizes that new or re-aligned routes must be covered under current right-of-way authorizing procedures.)
- Support the continuation of the prohibition on the Secretary of the Interior (contained in the Interior and Related Agencies Appropriations Act) from promulgating and adopting new regulations that would limit such assertions by local governments and citizens but do allow the Secretary to recognize R.S. 2477 claims and assertions under the recordable disclaimer regulations adopted in 2003.
- Support legislation to clarify the California Desert Protection Act to provide specific access by motor vehicle into designated wilderness areas when necessary for fish and wildlife management, including access to water facilities for inspection and maintenance within all Federal management

units within the California Desert Conservation Area, including those units administered by the National Park Service.

5. NATIONAL PARK SERVICE ADVISORY COMMISSIONS

Background: The California Desert Protection Act made a provision for establishing Advisory Commissions composed of citizens, including elected officials from local government to provide oversight and input on NPS plans developed for the three NPS units covered in the Act. The language limited their oversight to the General Management Plans (GMPs). From experience, the County found that the real on-the-ground decisions were often left to program plans (such as fire management) that are tiered from the GMPs. Some Park Superintendents initially kept the Commissions active, others did not as GMPs were completed. In all, all have not functioned for the past year and longer in two cases. The authority for the Commissions provided for a sunset in October 2004.

The Commissions were originally proposed as a forum for input, problem solving and conflict resolution by Senator Feinstein. Congressman Lewis was able to get an amendment to provide for specific inclusion of local government representatives and historic users. When the CDPA was passed, however, oversight was limited to the planning function.

There are still planning issues and conflicts within the units. Now that the Commissions have expired, there is no formal forum for citizen input to NPS programs. National Park units operate autonomously and independently and there is currently little official contact between NPS leadership and management personnel and County officials. Reauthorization of the Commissions and broadening of the charters would serve to be a springboard for increased communication and partnership on the many activities about which there are common interests such as recreation access, the County transportation system and economic promotion.

Legislative Platform:

- Support legislation to re-activate the life of the Death Valley National Park, Mojave National Preserve and Joshua Tree National Park Advisory Commissions for at least another 10 years, and to broaden the charters of each to provide for Commission input on all kinds of planning and resource management proposals and actions, and to serve as a forum for citizen input on NPS programs and to serve as an advisory body to seek resolution of conflicts within the NPS units. The directed composition of the Commissions contained in the CDPA, which included elected officials from local governments, should remain the same.

Public Safety

1. STATE CRIMINAL ALIEN ASSISTANCE PROGRAM

Background: State and local government budgets in areas near United States borders are significantly impacted by federal immigration policies. To address this situation, the State Criminal Alien Assistance Program (SCAAP) was created to reimburse state and local costs of incarcerating undocumented criminal aliens. SCAAP reimbursements have not come close to covering the costs incurred. The FFY 2001 SCAAP appropriation of \$564 million is \$21 million less than in previous

years. In some border state counties, their share of the total only covered about a quarter of their incarceration costs.

Incarceration costs represent only a small portion of the expense incurred by a county in dealing with criminal illegal aliens. Counties also must pay for the costs of law enforcement, prosecution, indigent defense, and a share of trial costs as well. In addition, these detainees frequently endure dehydration, exposure, and serious injury trying to enter the country illegally and are entitled to emergency medical care as indigents and ongoing medical care as jail inmates. In California, these are county expenses. Furthermore, costs for incarcerating undocumented criminal aliens who are juveniles are not allowable under the current program, unless the juvenile was tried as an adult.

Counties faced additional hurdles in receiving SCAAP cost reimbursement last year. Without a change in law or regulation, eligible reimbursement costs were limited to straight-time correctional officer salary costs. Another change limited counties' ability to be reimbursed for the costs of incarcerating undocumented criminal aliens who have never been arrested by the Immigration and Naturalization Service and therefore lack an "A" number used by the Department of Justice to determine SLIAG reimbursable costs. In addition, since counties can only receive funds for persons convicted of a felony or multiple misdemeanors under SCAAP, they must search records, often manually, to document that each case involves multiple misdemeanors or a felony. These restrictions should be eliminated.

When Congress considers the reauthorization of SCAAP this year, it should do so at a level of funding that recognizes the true state and local costs associated with implementation of US border policies.

Legislative Platform:

- Increase the appropriation for the State Criminal Alien Assistance Program (SCAAP) to \$750 million to more fully reimburse states and localities for the cost of incarcerating undocumented criminal aliens.
- Enact a long-term reauthorization of the SCAAP program, which remains expired, at the highest possible funding level.
- Support efforts (HR 823/S 169) to reimburse states and localities for the indirect costs of incarcerating illegal aliens (i.e., court costs, county attorney costs, non-trial criminal proceedings, indigent defense, unsupervised probation costs, and emergency health services).

2. FUNDING FOR HOMELAND SECURITY

Background: Emergency preparedness and response has an elevated significance in public policy since the events of September 11, 2001. Due to that tragedy, Congress recently approved the President Bush's creation of the Federal Office of Homeland Security. Governor Tom Ridge of Pennsylvania, will serve as the Presidents' Secretary as the reorganization of twenty-two federal agencies are combined under this new umbrella agency. Last year's enactment of the local anti-terrorism block grant provided \$3 billion in direct federal funding for counties and cities and give local governments.

To date, those federal funds appropriated last year have yet to reach local jurisdictions. Local governments must be proactive as this new agency gears up operations to ensure that States do not "rake-off" funds as is done with other federal dollars dedicated for local purposes.

Legislative Platform:

- Oppose allowance of excessive “rake-off” for State administration of funds.
- Support funding flexibility and enhancement of local authority.

3. FIREFIGHTER ASSISTANCE PROGRAM

Background: The County Fire Department and numerous Board-Governed fire districts and county services areas are responsible for fire suppression for over 16,000 square miles of land in San Bernardino County. Services also include search and rescue, hazardous material response and emergency medical services. During 2001, the Federal Emergency Management Agency (FEMA) received an allocation of \$100 million for the Firefighter Assistance Program. However, only one entity in San Bernardino County received an allocation and the allocation was in the amount of \$10,000. During FY 2002, Congress increased the appropriation to \$360 million for this program. It is critical that funding continue and/or increase in the coming year.

Legislative Platform:

- Support continued and increased funding of the FEMA Firefighter Assistance Program for local agencies’ costs of fire suppression.

3. SOUTHWEST BORDER PROSECUTION INITIATIVE

Background: The Federal Southwest Border Prosecution Initiative reimburses local jurisdictions for prosecution and incarceration expenses for cases that could have been prosecuted federally by the US Attorney. The San Bernardino County Law and Justice Group administers this fund. The current focus of these funds is to combat Gangs in our County. These funds represent an important supplement to General Fund dollars to further public safety in our County. There is concern with other Federal cutbacks that the continued funding of this reimbursement program may be in jeopardy.

Legislative Platform:

Support continued funding of the Southwest Border Prosecution Initiative.

Economic Development

1. COMMUNITY DEVELOPMENT BLOCK GRANT

Background: On Monday, February 7, the President sent Congress his proposed FY2006 budget. As a part of the proposed budget, the administration has offered the "Strengthening America's Communities Initiative," a new program to be administered by states. The Administration's proposal would eliminate CDBG and 17 other economic development grant programs by consolidating them into two programs with a proposed funding level \$3.71 billion. The new initiative would be administered by states, not local governments. The county and its 24 cities would lose the CDBG funding that have been coming to this region since 1975, currently over \$25 million annually. The new programs would be administered by a new Agency within the Department of Commerce.

For fiscal year 2004/05, the County has received \$9,584,000 in CDBG funds for its unincorporated communities and eleven cities that participate in the County's CDBG program. For 2005/06, Congress appropriated \$4.115 billion for the CDBG formula grants, of which the County expects to receive \$9,078,000. The five percent reduction is due to a decreased Congressional appropriation for the CDBG program nationally, and an increased number of entitlement jurisdictions qualifying to share in the national CDBG program.

The loss of the CDBG funding to the County of San Bernardino would be significant. In San Bernardino County, we use CDBG to leverage local and private financing to assist in the revitalization of our neighborhoods. Our per capita income is significantly below the national level and as a result, we find it difficult to generate local financing to make necessary improvements to our declining neighborhoods. Last year in San Bernardino County unincorporated communities and cooperating cities, CDBG assisted in improvements to 43 neighborhood facilities including parks and recreation facilities, facilities for senior citizens and disabled persons, fire stations, teen and community centers and libraries. Also, CDBG enabled the county to construct fourteen infrastructure improvement projects in our low-and moderate-income neighborhoods. Without CDBG, these improvements would not have occurred and our neighborhoods would have experienced further decline.

CDBG has been an important source of funding needed in the County of San Bernardino for assisting low-and moderate-income homeowners in making their homes more livable and further improve the quality of housing in the community. Last year over 270 homes were repaired at no cost to our senior homeowners. Further, CDBG has permitted the County to make below market financing for 60 homes in need of rehabilitation.

Let us not forget the benefit that CDBG assistance has provided in making vital human services available to over 39,000 people of all ages in San Bernardino County through 92 community based programs. These services range from crisis pregnancy counseling, to mother-infant care, to child care, to cultural education for children, to after school homework and tutoring programs, to gang and substance abuse intervention services, to immigration services, to family crisis intervention, to domestic violence shelter and homeless shelter services, to meals for homebound disabled and senior citizens.

Nationally, CDBG has created in excess of 90,000 jobs for lower income persons. Of these jobs, 6,770 have been retained or created in the County of San Bernardino. This infusion of development capital has had a multiplying effect on local economic output and further job creation.

Legislative Platform:

- Urge Congress to reject the Administration's proposed "Strengthening America's Communities Initiative," which will eliminate the CDBG program and cut federal funds that have been coming to this region since 1975. Instead, urge congress to propose the same \$4.3 billion level of funding for the CDBG formula grants that the President proposed for FY 2005.
- Support NACo in urging the Congress, the Department of Housing and Urban Development (HUD), and the Office of Management and Budget to review comprehensively the adequacy of present and future program levels, and fully fund the CDBG program.

2. HOME INVESTMENT PARTNERSHIP PROGRAM

Background: The Cranston-Gonzalez National Affordable Housing Act is landmark legislation that reestablishes a major federal commitment to housing. The HOME Investment Partnerships program which is the centerpiece of this act builds upon the significant capacity and experience of county and other local and state governments to design and implement affordable housing programs for low- and moderate-income persons. In order to maximize the program's effectiveness, county governments must be allowed considerable flexibility in their use of HOME funds to address identified local needs. For fiscal year 2001/02, the County will receive \$4,239,000 in HOME funds. For fiscal year 2002/03, the County expects to receive \$4,220,000.

The National Association of Counties recommends that 60 percent of HOME funds be allocated to urban counties and metropolitan cities and the balance to the states. Awarding the bulk of funds to local governments reduces bureaucracies at the state level that impede local flexibility.

Legislative Platform:

- Support NACo in urging Congress to allocate the majority of HOME funds to urban counties and metropolitan cities to allow more dollars to reach the counties' affordable housing programs.

3. WORKFORCE INVESTMENT ACT

Background: Over the past 10 years, San Bernardino County has experienced unprecedented growth in its population. The County has been fortunate, as economic growth has shown strength during this same time frame. It is important to note that even with the growth in jobs within the county, there still remains an imbalance between the number available in the labor force and the number and types of jobs available to meet their employment needs. In addition to an imbalance in the number of jobs available to the number of workers in the labor force, there exists a skill gap between the types of employees business seeks, and the skills possessed by the available workforce. Leaders in San Bernardino County's workforce, education and economic development sectors have recognized the importance of working together to remedy what could prove to be a crisis for our County by establishing a framework for problem resolution in the Alliance for Education. By bringing together workforce, education, economic development and the business sector, the LWIB believes that it can influence the climate for business, the standard of living for its residents and the overall quality of life available in the county. Pivotal to the success of this undertaking is a strong workforce investment system that embodies a holistic approach to meeting the needs of a broad customer base.

Workforce Investment Act Reauthorization: The Workforce Investment Act was passed into law in 1998. In 2003, the Law came up for reauthorization. The Senate WIA Reauthorization Bill (S1627) was passed by the full Senate on November 14th, 2003 and the House Bill (HR 1261) passed off the House floor in May of 2003. The Conference Committee has not yet been named. Much effort at the local, state and federal levels has gone into developing a bill that addresses concerns with the original legislation, moves the Workforce System forward by unifying funding and performance measures, and acknowledges the pivotal role of business services to the success of the mission. Failure to pass the bill into Law with in this session will hamper the Workforce System and impede continued economic recovery in the nation.

Legislative Platform:

- Support Reauthorization of the Workforce Investment Act in this session of Congress.

Workforce Investment Act Appropriations: Funding for Workforce Development has declined nationally by 33% since 1985. Within the past 4 years funding levels within California alone have decreased by \$175 million. The Workforce Investment Act has been criticized for providing fewer training services to individuals while being expected to provide universal access to all customers accessing the system within a declining cycle of funding. Funding increases, not cuts, are necessary if we are to build the competitive workforce that will allow California to remain competitive.

Legislative Platform:

- Support a separate stream of funding to cover the infrastructure costs of operating the WIA One-Stop system.
- Support restoration of funding to allow for successful program operation.

Workforce Investment and Economic Development: The relationship between a healthy, developing economy and the skill level of the workforce is undeniable. Any efforts to improve the economic climate for business must include funding to support the development of the workforce needed to fulfill the business demand for skilled workers.

Legislative Platform:

- Support legislation that adequately funds educational institutions and workforce training/retraining programs.
- Support educational reform that emphasizes the need for educational programs and their curriculum to be business relevant.
- Support educational reform and funding that addresses a holistic approach to education, including academic and vocational/trades training tracts to meet the needs of a wide range of learners.

4. SOUTHERN CALIFORNIA LOGISTICS AIRPORT

Background: Southern California Logistics Airport, SCLA (formerly George Air Force Base) was closed in 1992 severely impacting the economy of the High Desert Region with the loss of 7500 military and civilian jobs and an economic impact of \$380 million. The High Desert region remained in a “recession” condition throughout most of the 1990s. The former Base is now operated by the City of Victorville and a Joint Powers Authority consisting of the High Desert Cities and the County of San Bernardino. It is widely understood that the industrial and commercial development of SCLA will be the economic engine that will drive the economy and create jobs for the region.

Legislative Platform:

Support Transportation Bill (House version for SAFET) for funding of rail improvements for inter modal at SCLA.

Support Victor Valley Economic Development Authority’s (VVEDA) application for DOD funds for a demonstration program to develop an inland port for the military.

Support SCLA's plan both in the state transportation plan and the regional transportation plan for funding of an East-West corridor from State Route 395 to Falsion interchange (proposed interchange north of Stoddard Wells Road) on Interstate 15.

Support the continuation of SCLA's LAMBRA Enterprise Zone and Foreign Trade Zone designations and extend, if possible, for the full amount of time allowable under the law.

Support the continued transfer of land still owned by the Air Force, transferring to the local authority as required for future development needs.

5. HARPER LAKE DEVELOPMENT

Background: The current impact of the Chino area dairies and industry in the Los Angeles basin on air quality in the South Coast Air Quality Management District and the impact on the water quality of the Santa Ana River Basin is severe. Opportunities need to be created to eliminate the pollution that impact air quality and the waste streams and contaminants that leach into the Santa Ana River and the ground water of the basin.

The Chino area dairies are being forced out of the South Coast Air Quality Management District because of ever increasing pressure to further clean the air in the Los Angeles Basin. It has been reported that the Basin could jeopardize at least some portion of its federal transportation funds due to the increasing impact of development and population on air quality. The dairies and the industry in the basin need to be relocated to allow for additional residential growth. The County risks the loss of all of these industries unless a viable plan is developed to relocate them to the Harper Lake area and into the Mojave Desert Air Quality District.

The Harper Lake area could be developed, with the dairies leading the way, by providing a location and an opportunity for both the dairies and other industries to modernize and use the "best available practices" to minimize environmental impacts to the entire region.

Legislative Platform:

Support energy tax credits for the development of power generation, primarily in the areas of renewable energy including solar, wind, waste, bio-mass and ethanol.

Support the creation and implementation of a method to transfer and/or create additional environmental impact credits to provide the ability to attract industry and the dairies to Harper Lake.

Support Harper Lake as a renewable energy center for the Western United States, increasing its capacity, and promoting the area since it currently produces more solar thermal energy than anywhere else in the world.

6. HARPER DRY LAKE REUSABLE LAUNCH VEHICLE SPACEPORT COMPLEX.

Background:

The overland launch spaceport effort began in 1999 when the Reusable Launch Vehicle (RLV) Competitiveness Study was initially developed as part of the VentureStar project, which was focused on the attraction of a state-of-the-art RLV to California. The project was dependent upon the potential for developing a cost effective, full-service commercial launch site with multiple launch azimuths. In 1999, the State of California submitted a comprehensive proposal to Lockheed Martin that included analyses for four proposed launch sites for consideration. Approximately 17 other states competed in this process. A subsequent review by Lockheed Martin ranked the proposed launch site submitted by the County of San Bernardino, located at Harper Dry Lake, as the preferred California site. In turn, the State designated the site as the preferred California site for RLVs.

Throughout 2000 and 2001 work was done by the County of San Bernardino, along with its partnering agencies, to develop flight analysis data for Harper Dry Lake. This analysis was seen as a fundamental step in promoting overland launch. New technologies are making it feasible to consider overland launches as an alternative to sending vehicles into space and to develop additional launch capability within the U.S. for trajectories in demand, such as those to the International Space Station. In order for the Federal Aviation Administration (FAA) to take the first step in considering a commercial launch license, evidence must be presented that a vehicle can launch from a proposed site and meet the required safety standards. The work on the flight analysis data has been completed. The results of that work conclusively prove that the Harpers Dry Lake site can meet multiple launch azimuths.

Legislative Platform:

Support Harpers Dry Lake as an overland launch site.

Seek funding for the continued development of the overland launch site.

7. 2005 BASE REALIGNMENT AND CLOSURE (BRAC) ROUND

Background:

While the BRAC process formally began in December of 2003, the critical test for California's military bases, will be announced on May 16, 2005, when the Secretary of Defense submits to the BRAC Commission his list of recommended installations for closure. The Commission has until September 8, 2005, to send its findings, recommendations, and list to the President. The President has until September 20, 2005, to review the Commission's list, and in response to his review, the Commission may submit a revised list by October 20, 2005. The President must certify the closure list by November 7, 2005, or the BRAC process is terminated. After Presidential approval, Congress has 45 days to pass the motion of disapproval, or the approved Commission list becomes law.

Congress in 1988 approved the Base Closure and Realignment Act. Since that time four previous BRAC rounds have been held to reduce the amount of infrastructure and overhead borne by the Department of Defense (DOD). During that period Norton and George Air Force Bases were closed in San Bernardino County, creating severe economic disruptions in the surrounding communities.

The upcoming 2005 BRAC round differs from those previous BRAC in that it seeks to fundamentally change (or "transform") the way the U.S. armed forces are based, supplied, organized, and fight. As such, San Bernardino County continues to be home to:

- Twentynine Palms Marine Corps Air Ground Combat Center (MCAGCC)
- Barstow Marine Corp Logistics Base (BMCLB)
- Fort Irwin National Training Center (NTC)

Because of the emphasis of BRAC 2005 on “transformation” of the U. S. armed forces, the most effective way to argue for the continued existence of the county’s bases is to teach the Department of Defense how these bases support the Secretary of Defense’s vision of transformed U.S. armed forces.

In addition, given our experiences with both Norton and George, we can predict fairly accurately the huge economic impact closure to our current bases would have on our surrounding communities. It must be remembered, however, that the BRAC process does not look at economic impacts, instead it focuses on military value.

Legislative Platform:

Continue to support the MCAGCC, BMCLB, and the NTC.

Work to protect County bases from closure by educating the DOD on how these bases support the Secretary of Defense’s vision of transformed U.S. armed forces.

Continue to work with the California Congressional delegation to maintain a united front in support of our military bases.

Set aside \$100,000 as a contingency to fight the placement of our bases on the BRAC list.

8. SOUTHWEST FONTANA NEIGHBORHOOD INITIATIVE PROGRAM

Background:

The unincorporated area between the Cities of Rancho Cucamonga and Ontario to the west and the City of Fontana to the east is in dire need of public investment in housing preservation and neighborhood improvement. The area was primarily developed approximately 50 to 60 years ago as a result of the construction of the adjacent Kaiser Steel plant. Single-family housing was built to accommodate the steel workers during the late 1940’s and continued through the 1950’s. With the eventual closure of Kaiser Steel mill and the development over the years of new, larger houses in surrounding communities the old, smaller, existing housing stock became less desirable, and signs of deferred maintenance and blight began to show. The neighborhood became even more distressed and blighted with the closure of the nearby Norton Air Force Base along with a lingering national recession.

A few years ago, the County started taking action by making the area a focus for redevelopment. The California Speedway was constructed as part of the overall redevelopment plan. With the speedway as the catalyst, the surrounding area has seen the construction of new commercial buildings and an increase in commercial activities on the formerly vacant land, but this has had little

or no affect on the long established residential areas. A push by the County to revitalize this area has begun and the rehabilitation and rejuvenation of the neighborhood housing stock coupled with job development through redevelopment areas has begun. Additional public sector investment is required to assist this effort, and coupled with the increased private sector capital investment that is now occurring will produce a transitional upward community befitting both residents and the County in general.

Legislative Platform:

The County is requesting an allocation of Neighborhood Initiative funds from the federal Department of Housing and Urban Development (HUD) specifically for the unincorporated area of Southwest Fontana the County would be able to implement programs that would improved the condition of this distressed and blighted neighborhood. These programs include:

- Acquisition/Rehabilitation of vacant and foreclosed properties, with the properties being sold to first-time homebuyers, with the proceeds reinvested back in the N.I. program.
 - Construction of new, infill housing, a sweat equity program to help low and moderate income families afford their first home.
 - Down payment Assistance program.
 - Senior Grant Repair program, whereby we fix up homes owned by senior citizens.
 - Single Family Loan programs to bring houses up to code
 - Increase code enforcement activities.
 - Homebuyer training.
 - Neighborhood Beautification grants.
- Infrastructure improvements.

Public Works

1. TRANSPORTATION – TEA 21 REAUTHORIZATION

Background: The transportation needs of the County are vast and greatly under funded. In fact, each region of the County has similar needs; more federal and state funding is needed to meet the demand versus capacity on their roads. For almost twenty years, the countywide growth rate, especially in the High Desert and West End region, has outstripped estimates. While this growth has created vital communities, it has also strained nearly every major transportation artery to the point where it impacts many residents' quality of life, from commute time to air quality.

Due to its geography, the County shares a number of major transportation corridors of national interest. A major train accident in the Cajon Pass in the mid 1990's shut down the major trucking, passenger, and train routes in four states affecting constituents in nearly 30 congressional districts for several days. The opening of the Alameda Corridor in Los Angeles Harbor means years of intensive federal infrastructure investment is coming online. Grade separations, track upgrades, and equipment modernization are needed to guarantee the success of this revolutionary effort in regional goods movement.

The County will face one of its most critical challenges next Spring as Congress and the administration debate reauthorization of the transportation program, the Transportation Equity Act (TEA-03). As occurred in 1997, county governments will be under renewed pressure regarding

funding levels, input in planning, authority to determine local priorities and the need to resolve the environmental streamlining challenge.

Legislative Platform:

- Support all efforts to increase the county's share of TEA-21 reauthorization.

2. FLOOD CONTROL

Background: A combination of factors, from topography to development has made the complicated issue of flood control an ever-present part of county planning. Whether a sudden desert downpour, thawing snow, or a catastrophic failure of existing Santa Ana River basin controls, the County must be prepared to deal with any threat.

In recent years, the Army Corps of Engineers has worked to transform the Santa Ana River Basin through increased flood controls along the basin's length and retention downstream from Prado Dam. This effort has largely eliminated potential for a scourge, similar to the one in the 1960's while increasing Orange County's ability to re-capture more water for storage. Residential development of the former state dairy preserve, along with a rapidly urbanizing region, demand solutions that will allow the County to better control all aspects of its precious water resources.

Legislative Platform:

- Support efforts to capture Federal funding to build detention/retention basins to guard against the threat of flash flooding.

Environmental Safety

1. BARK BEETLE INFESTATION

Background: The Bark Beetle emergency involves the destruction of tens thousands of native pine trees in the San Bernardino and Angeles National Forests due to drought and an infestation of the Bark Beetle. This situation has now reached epidemic proportions, with as many as 1 million dead or dying trees in 475,000 acres of the San Bernardino Mountains alone, and a projected loss of up to 100% of the coniferous forest in these areas. The crisis situation has resulted in a severe fire hazard that poses significant threat to public safety, the local economy, and the ecology within these mountain communities. Areas of San Diego and Los Angeles Counties are also experiencing similar infestation and related impacts.

The County of San Bernardino declared a local emergency regarding the Bark Beetle infestation on April 23, 2002 and again on September 24, 2002. Riverside County also declared the emergency twice and both Counties requested that a State of Emergency be declared by then Governor Davis, who subsequently issued a proclamation of a State of Emergency on March 7, 2003. Both Counties also requested that the Governor request a Presidential Declaration of Emergency. As of this date, no Presidential Declaration has been issued.

The State Declaration and subsequent actions of the California Public Utility Commission (CPUC) has directed Southern California Edison to remove all trees that place their power lines at risk.

Edison estimates that if it contractors cut 275 trees a day it will take them between 6-7 years to remove all the trees. SCE's current cost estimate is \$350 million.

Through efforts of local congressional offices, FEMA did redirect \$3.3 million in grants to San Bernardino and Riverside Counties. These funds, that include a 10% match, have been used in San Bernardino County to address dead tree removal, assistance to local property owners, establish methods and purchase air curtain destructors to cost effectively remove tons of tree slash material, and to work with the logging industry/tree cutters to effectively reduce the costs to local property owners.

San Bernardino County Board of Supervisors has committed \$500,000 in general fund support for the disaster mitigation efforts, and has established a \$2 million dollar reserve for future allocations and grant match requirements. In addition, the Board allocated \$85,000 in CDBG funds to assist low and moderate-income families. Additional congressional appropriations has allocated \$30 million to the United States Forest Service (USFS), with \$10 directly assigned to the Forest Service, and \$20 million to state and local entities in San Bernardino, Riverside, and San Diego Counties. The actual program allocations have yet to be determined by the USFS.

Legislative Position:

- Support legislation that creates a stable source of “hazard mitigation” funding that can be used by State OES to combat such emergencies now and in the future.
- Support legislation that allows the use of Cal Trans equipment, California Department of Forestry resources, and the National Guard to collaborate with the counties in developing and implementing their action plans.
- Support legislation to allow a federal income tax deduction for homeowners who expended personal funds for the removal of infested trees from their property.

2. FOREST MANAGEMENT AND PROTECTION

Background: Disastrous forest fires in recent years have been exacerbated by the lack of proper forest management including brush clearance, trail maintenance, and adequate staffing and equipping of fire crews. The National Forest Service received a large increase in appropriations for FY 2001 to expand fire protection efforts nationally. Within San Bernardino County this is especially important given the high density of pockets of private lands and the urban/wild land interface.

Legislative Platform:

- Support the continuance of the National Forest Service funding to ensure that the forests remain healthy and that pro-active fuels management does take place.

3. YUCCA MOUNTAIN / RADIOACTIVE WASTE

Background: The United States Department of Energy has approved the transportation of radioactive waste through the County of San Bernardino to sites in Nevada and New Mexico. San Bernardino County is a key transportation route for the large volumes of low-level waste being shipped to the Nevada Test Site daily and for the tens of thousands of high level waste shipments planned for 2010 and beyond. The County must become involved now in planning for these shipment routes and continue to monitor the shipments of low-level waste that are already occurring.

Legislative Platform:

- Support funding for emergency response activities in the case of an accident and for oversight activities for the high level facility at Yucca Mountain.

4. PERCHLORATE CONTAMINATION

Background: The County of San Bernardino Solid Waste Management Division, after retaining professionals to perform a site investigation, purchased property in 1993 for expansion of the Mid-Valley landfill in Rialto, Ca. The property purchased included ordinance bunkers originally constructed for the US military during WWII as a supply depot for Long Beach Harbor. After the war, and up to the time of purchase, rocket fuel, and pyrotechnic manufacturers occupied this property. Subsequent to purchase, the County performed additional investigations into clearing the property for landfill development that included a full Environmental Impact Report and all approvals to expand the landfill. In 1999, the County developed the property by removing the bunkers, placing imported soil on the western portion bunker property and allowing an aggregate processing plant to be constructed on the eastern portion of the bunker property.

In 1997, one of the groundwater monitoring wells at the landfill tested positive for low levels of perchlorate. In the next 30 months readings ranged from “non-detect” to 3.9 ppb (parts per billion) substantially below the action level of 18 ppb set in 1997. It was believed that contamination of the monitoring well was the fringe of a previously identified large plume situated easterly of the landfill property. In October 2000, the action level was exceeded for the first time. Levels peaked at 250 ppb in January 2001 and varied to this date 40% below the peak to near the action level. In cooperation with the Regional Water Quality Control Board, the County performed an investigation of perchlorate in the groundwater, in July 2001, concluding that more investigation was warranted. In 2002, with the new ability to detect perchlorate to 4 ppb, the action level was reduced to 4 ppb. This caused several wells in the area to exceed the action level, prompting action by local water purveyors to pressure the Regional Water Quality Control Board to act against Potentially Responsible Parties. In response, the County performed additional investigation and needs funding to continue that investigation and begin a project to remediate the contamination near the landfill. The San Bernardino County Board of Supervisors has authorized the expenditure of over \$1 million for testing of wells in the area and approved a \$311,740 agreement with GeoLogic Associates Inc. to prepare and implement a work plan for additional soil and groundwater investigation.

Testing conducted by the County of San Bernardino Solid Waste Management Division under the guidance and supervision of the state Regional Water Quality Control Board has determined that the Mid-Valley Sanitary Landfill is not a source of perchlorate in local groundwater supplies. The testing indicates, however, that land adjacent to the landfill acquired by the County for future expansion of the landfill contains perchlorate from previous uses by other parties and the perchlorate apparently coming from these properties does not exist in volumes capable of producing the pollution identified in the drinking water wells in the Rialto-Colton basin.

The perchlorate levels detected by the state-supervised county testing are clearly significant, therefore the County is conducting additional soil borings and groundwater monitoring wells in an effort to more precisely define the scope and source of the contamination. The County has also initiated an investigation of previous users of the property to determine their respective degrees of responsibility and ultimately recover any costs associated with the investigation and solution.

Perchlorate is a substance used in the production of munitions, fuels, fireworks, and other explosives. The County never produced, stored, handled, or disposed of perchlorate. However, the County plans to work with the region's water purveyors and other appropriate parties to build a united coalition to seek state and federal assistance to prevent local water users and ratepayers from bearing the total burden for the cleanup.

Legislative Platform:

- Support all efforts that help ensure perchlorate-free drinking water to county residents.
- Support Federal funding to share in costs of clean-up.

Probation

1. GANG PREVENTION AND EFFECTIVE DETERRENCE

Support legislation providing funding to increase and enhance county law enforcement resources committed to investigation and prosecution of violent gangs.

Background: In the 108th Congressional Session, Senator Orrin Hatch (R-Utah) introduced S.1735, a bill to increase and enhance law enforcement resources committed to investigation and prosecution of violent gangs. Had this bill been signed into law, it would have provided assistance to states to:

- Deter and punish violent gang crime
- Protect law-abiding citizens and communities from violent criminals
- Revise and enhance criminal penalties for violent crimes
- Reform and facilitate prosecution of juvenile gang members who commit violent crimes
- Reform and facilitate prosecution of juvenile gang members who commit violent crimes, Expand & improve gang prevention programs.

The County of San Bernardino's Probation Department's Gang Unit was developed in 2004 and works closely with local law enforcement gang units due to the reciprocating involvement of new crimes and identified gang members already on probation. This multi-agency effort has already seen success in the High Desert area and we are working to further the Department's Gang Unit in other areas of the County.

The intent of the bill was to provide for \$650 million over five years to be used for these efforts – which will ultimately assist both the Sheriff and Probation Departments in curbing gang activity – and thus violent crimes – in San Bernardino County. It is expected that the bill will be reintroduced in the 109th Session and renewed efforts will be needed ensure that the bill becomes law.

2. TANF FUNDING FOR JUVENILE PROBATION PROGRAMS

Support legislation reauthorizing the TANF program to continue to allow states to use TANF funding for juvenile probation purposes.

Background: In 1996, the federal government established welfare reform under the Personal Responsibility and Work Opportunity Act. As part of the reform, Congress authorized states to use

a portion of their Transitional Assistance for Needy Families (TANF) block grant to fund juvenile probation programs.

California has exercised this option and allocated a portion of its TANF block grant for juvenile probation programs. Although the State elected not to use TANF funding for juvenile probation in October of 2004 and replaced that funding source with state General Fund dollars, the State still has the option to use TANF funding for this purpose.

Federal authorization for the TANF program expired in 2002 and must be reauthorized. As a result of political in-fighting in Congress, TANF has yet to be reauthorized. Congress has repeatedly extended TANF parameters, with the latest extension expiring March 31, 2005. It is expected that Congress will act on TANF Reauthorization in the 2005 Session.